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JANUARY 13, 1951

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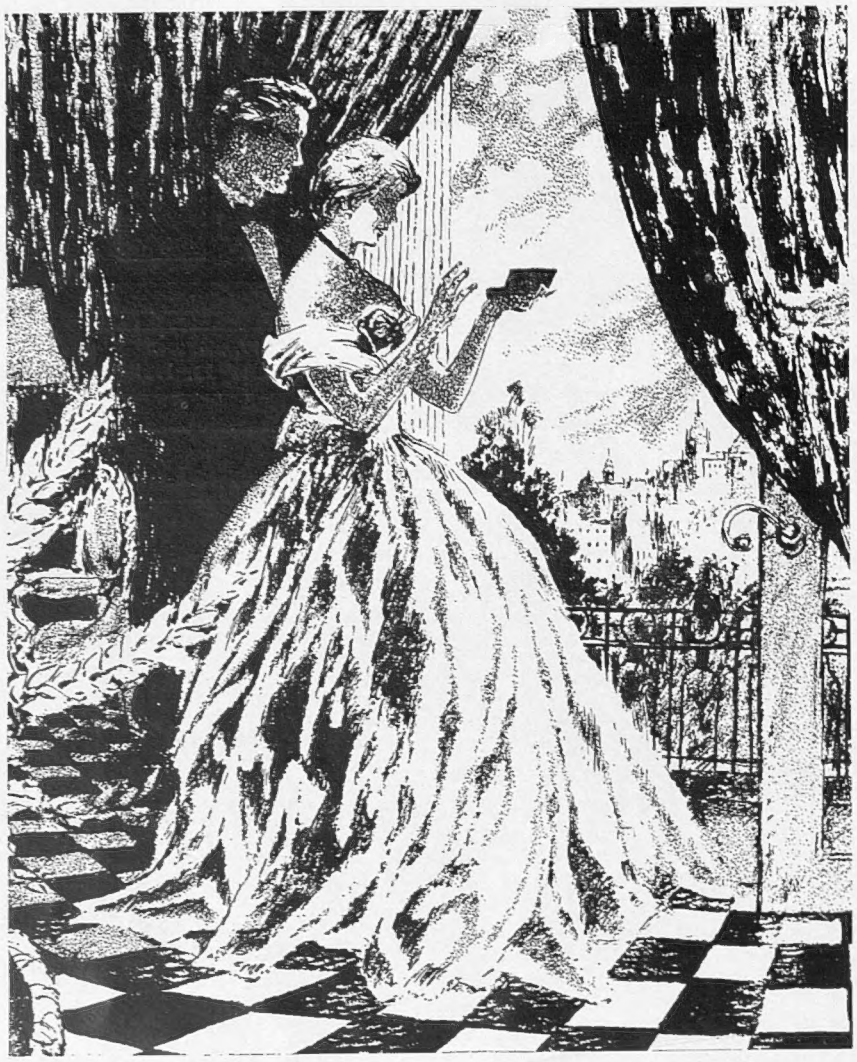

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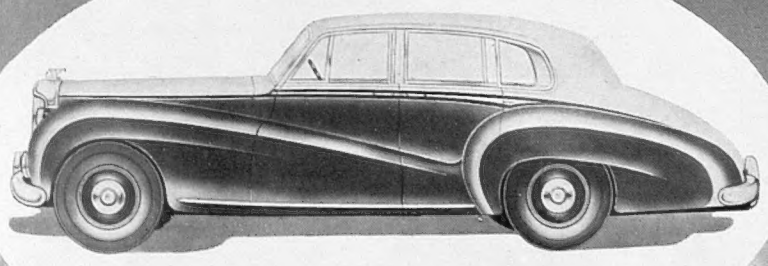

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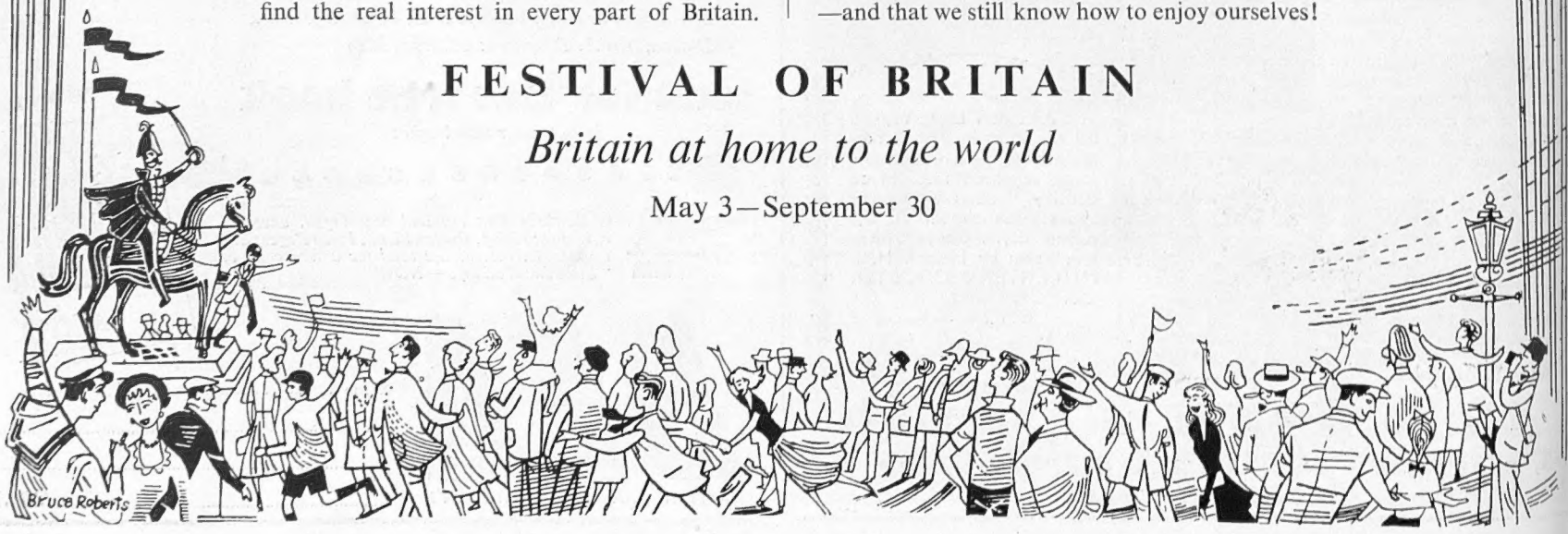
OVER hard years and happy ones, through stirring times that settled down to become history, we have built up—sometimes from scratch again—the things that make the way we live. It was hard work, and there'll be more of it, but it gives us something well worth having. And now, in 1951, the world is coming to see what we've done, what we're going to do and what we're made of—the sort of people we are, the sort of things we like and do well. People are going to find the real interest in every part of Britain. There'll be something for everyone to see—and each one of us has a chance to join in. Indeed, Their Majesties The King and The Queen, Patrons of the Festival, have expressed the hope that every family will share in it. Exciting events are being arranged all over the country, as well as giant exhibitions and arts festivals in main centres. Putting the whole country on show for the first time is a big job; but all of us together can show that Britain is still something well worth seeing —and that we still know how to enjoy ourselves!

FESTIVAL OF BRITAIN

Britain at home to the world

May 3—September 30



Volume CCIV No. 2657 The SPHERE, London, January 13, 1951

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

GENERAL EISENHOWER'S RETURN TO EUROPE—THE SUPREME COMMANDER OF THE NORTH ATLANTIC TREATY FORCES SEEN IN PARIS WITH FIELD MARSHAL VISCOUNT MONTGOMERY, CHAIRMAN OF THE WESTERN UNION C.-IN-C.'S COMMITTEE, AND ADMIRAL CARNEY, C.-IN-C. UNITED STATES NAVAL FORCES, EASTERN ATLANTIC AND MEDITERRANEAN : General Eisenhower had just arrived in Paris by air at the start of an exploratory tour of the capitals of the Treaty nations.

Last Sunday morning General Eisenhower made his return to Europe, arriving in Paris by air from the United States. After a brief inspection of his temporary headquarters at the Hotel Astoria near the Arc de Triomphe, he met Field Marshal Viscount Montgomery, Chairman of the Western Union C.-in-C.'s Committee, with whom he had a three-and-a-half-hour discussion. Others present at the meeting were General Grunther (General Eisenhower's Chief of Staff), Admiral Carney, and Colonel Costa de Beauregard, Field Marshal Montgomery's French A.D.C. After the conference there was no statement for the Press, and Field Marshal Montgomery refused to answer questions as to what role he would play in the North Atlantic Defence Organisation. Strict security arrangements were carried out by the French police on the occasion of General Eisenhower's arrival, as French Communists held protest strikes and demonstrations. The Communist journal *Humanité* referred to the arrival of "Feldmarschall Eisenhower."

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A LONDON NEWSLETTER

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The New Year Nostrums.

—I read and studied as many as possible of the New Year nostrums prescribed by our "leading" men and columnists. Where our leading men are leading us I do not know, of course, being but an average myopic. But their nostrums for 1951 point in every direction like a compass on a beaten drum. I make no doubt that our nation needs to find and maintain a philosophy of life and citizenship of some sort. Without it, human life will remain sour beer and sawdust. The Christian philosophy—the bishops say—fills the bill and needs hardly a modernised line. The statesman in power suggests harder work (for bigger output). Those in opposition stress the need for unity. Hope and resolution are Churchill's additions; wise and resolute leadership in the next six months is Eden's nostrum, and one desperately difficult to obtain. A publicist puts his money on "*smiling through.*" We must get back our sense of humour and learn to laugh again. This also is a hard saying on ewe mutton (not very much of it) and an empty grate. Monte Cristo, who suffered much, passed on a philosophy of life, in three words, to the young people he loved in a world of hated enemies—*wait and hope.* Will that do for us? Hope, yes, if you can. Wait, no. No longer do they serve who only stand and wait. Time is the enemy. The world's fate may be decided before Festival Year is launched in St. Paul's in May . . . and our new philosophy is not yet in blue-print form. Somehow or other, in this month of good (and broken) resolutions, we must find it and practise it, combining in it hope, laughter and hard work without stint, brotherly love, early rising, selfless service and any other virtues not catalogued in the Sermon on the Mount and in Kipling's "If." "Meanwhile there is our life here. . . . Well?"

A Family Party.

—The Commonwealth Premiers have been in conference and their meetings have once more revealed the two chief features of our national or Commonwealth genius, which are at once unique and exclusive, and quite patently the secret process of that reinforced concrete which holds our community of nations together through storms and typhoons. One is the idea of the family party. The Royal family is the chief architect and practitioner of that idea. You see it *working* in every photograph of the King and Queen among their Premiers. When the meeting is over, that family idea, warmed up again, goes back to the Dominions spread over the world's face and binds the cement still more firmly with very personal ties of experience. And, secondly, informality. These Premiers don't tick off, one by one, a studied and numbered agenda. They sit together and talk. They range over every sort of subject, start hares which are not always caught, make suggestions and throw out hints which are neither implemented then and there, nor forgotten and lost. They argue and they differ; and, like old-tried friends, express their differences bluntly and very frankly. In many countries, such an exchange would lead to throwing inkpots about. Why not with the Commonwealth? Because it *is* a family party; and family parties, by established tradition of civilised life, do not end in free-fights. You leave your gun in the porch and put on your best party manners. These two ideas are curiously *simple.* Odd (is it not?) to reflect that if they could be used when East meets West, when Communism meets our form of Democracy, the hatreds and misunderstandings which keep humanity in agony on the edge of war would vanish like the snow. Why can't they be employed, then? Because this family party idea and that informality idea are indeed exclusive features of our own (may we say?) Commonwealth genius.

Leaderless—And Why?—

Notions often strike the public mind, suddenly, tardily and universally. My mail sometimes proves this. Just now I am receiving quite a few letters in the following sense:

"DEAR SIR,

I write to ask whether you can ventilate in your weekly article what is, to my mind, a canker in the nation at the present time. War anxiety overshadows all that one thinks and does nowadays, and there seems little or nothing that one can do about it. There is far too much pappy talk by our leading politicians in the Government of how they hope and pray that the very mild rearmament programme will not lessen the standard of life in the Welfare State. There is practically never uttered by our politicians a real rousing enthusiastic speech to instil some spirit into us, especially into the so-called 'workers,' so as to make us all realise that it is far, far better to go without some of the comforts of this standard of living in order to remain *free men.* There is nothing wrong with this country at heart if only we had the right type of leaders. But to listen to people like Mr. Attlee and Company on the wireless merely leads to boredom. There is nothing wrong with the British character. We are the same nation as we always have been. We have not altered in fundamental character since the days of Queen Elizabeth, and we are ready to undergo hardships and deprivations to an almost unlimited extent provided, and only provided, we are convinced of their necessity. And this conviction can only be 'put across' by our politicians."

Again, Dr. Charles Hill, M.P., has said that we seem to be losing the capacity for righteous anger. Even if the question of queueing for taxis at railway stations is a relatively small instance, we should not allow the "spokesmen" of bureaucracy to imagine that we have forgotten our rights, although we are becoming regrettably slack in their exercise. As it seems to me, Dr. Hill puts a different point of view in voicing our present apathy. I suggest that it contradicts the view that we are "the same people" as our Elizabethan (or Victorian) forbears. No doubt, that generalisation would have been reasonable just up to 1919 or so. Until the wars, we were a fiercely individualistic race, each man his own leader and guide, all of us truculent towards offers of guidance. We were quite capable (thank you!) of managing our own affairs and fate. Does it strike you that the word "leadership" is just a *post-war* phrase? I am sure Mr. A. Bryant would agree. Indeed, its only citable instance of success was in the Second World War. The times are grave to-day as in 1941, 1942 and 1943, and it may be that inspired leadership might even to-day jolt us out of our present woeful, wishful apathy. Mr. Attlee, a worthy, hard-working Premier, certainly is not oratorically a leader. He rings a dinner-bell rather than a tocsin when he reads his typed speeches. But (if you ask me) I think the leadership we need to-day is the leadership we enjoyed in the Napoleonic Wars, when each man of us was a *free man* in thought and action, and judged for himself when to buckle on his armour and fight for his home and rights and freedom. The Welfare State and war disciplines have made us a slave state.

THE PAINTER OF MARRAKESH—MR. WINSTON CHURCHILL ENGAGED IN PAINTING DURING HIS MOROCCAN HOLIDAY: Mr. Churchill arrived in Morocco just before Christmas, taking a suite of rooms at the Hotel Mamounia, Marrakesh, where he has been the guest of *Time-Life International* and the *New York Times*, the American publishers of his memoirs. This is Mr. Churchill's fifth visit to Marrakesh. He first went there in 1936, being there at the same time as Lloyd George, and seven years later paid his second visit, with President Roosevelt, after the Casablanca Conference. After an attack of pneumonia in the following year, Mr. Churchill recuperated in the ancient town, and he was there yet again in 1947 after another illness. On this latest visit he has made a flight over the Atlas Mountains. It was during visit No. 3 that Churchill made the oft-quoted remark: "I am too weak to paint, but I am still strong enough to wage war."

Who Buys Them?—

The other day, out shooting, a discussion took place on the art treasures rapidly disappearing from, or going to rot in, surviving country houses. There is no question that the servant problem has vastly increased the danger from "moth and rust" to the bulk of these priceless treasures, which need (and until 1914 constantly received) unremitting attention by trained and house-proud experts in domestic service. The very term "domestic service" is now one of shame and anathema. It is one of the puzzles of the age that the glory of great men—to serve—is become shameful in the eyes of little men and women in their triumphant upward heave to equality, which is mediocrity. King George V's chief theme in his Christmas broadcasts was in this sense: "*My life's aim has been to serve.*" Our greatest statesmen have all gloried in service, *domestic* service at that. They were proud to be servants of the State and the public. And every one of us who has succeeded in any walk of life, high or humble, has served a *master* and enjoyed the discipline of service and the pride which resulting efficiency brings. But now, service to the State, the employer, the master is no cause for pride. In the slave State, service is to oneself only. Be that as it may, the art treasures still in private hands, which have not deteriorated below market standard, are still disappearing rapidly at auction. In our discussion, some argued that saturation point was approaching and that we should now have proof of it in the annual returns from the great art sales. The New Year figures from Christie's and Sotheby's do not bear it out. £2½ million were paid for art treasures under the hammer in 1950, and the prospects of 1951 are already promising bigger figures. Who buys these treasures? Who can afford or show great pictures? The galleries of America and Europe can still buy and show. There are rich American collectors still in the market, and Dutch and even French collectors interested. Another demand (especially for jewels and silver plate, which are selling as well as ever) comes from the financially shrewd who dislike super-tax, fear a capital levy, or seek a hidden nest-egg. They are for ever hoarding diamonds and precious metals in the vaults of their banks. Tastes in art continually change and the auction prices reveal those reactions, but the prices over all are well maintained, the market is still lively and not half of the national treasures, now changing hands, leave this country. The smaller stuff is tucked away and one day may be "discovered" again, like Lord Clinton's large Rembrandt. Clubs and public galleries are housing more and more big pictures on loan. My heart bleeds chiefly for the tapestry and furniture.

The Shilling Safeguard.—

An entrance fee of 1s. is to be imposed on visitors to the free Chapel of St. George within the Castle of Windsor from February 1. Dean Hamilton explained the reason for the decision. St. George's does not need money. It can do without the enormous harvest which the fee will obtain in Festival Year, put (but surely optimistically) at £300 a day at the peak of the tourist season! Whether or no 6,000 people pass through the Chapel on certain days in summer, the sum reaped will be very considerable, and no doubt many worthy causes, local or national, will benefit. But such was not the object of the tax. The authorities have been pained by the ill-manners and horrid habits of some of the visitors, who doubtless scrawl their initials on tombs, pinch souvenirs and drop greasy cartons. It is thought that these thugs will be kept out by the shilling charge. To me that appears old-fashioned reasoning. In the "bad old days" of Edward VII, no doubt, the device might have succeeded. A shilling was a shilling then and, on the whole, taste and good manners in matters of that kind predominated in the classes in easy circumstances, which also enjoyed the best education. How different to-day! The desecrators of our beauty spots do it with champagne bottles, which they alone can afford. There cannot be a thug in the land to-day who jibs at a shilling for a passing fancy. The shilling fee may keep out of St. George's the parson in search of knowledge, the retired Civil Servant, you, perhaps, and me; but it will not deter the vandals and the goths, the new rich. A very old-fashioned idea indeed!

THE OLD STAGER

AFTER THE SNOWS, THE GREAT THAW

The River Thames in Spate at Marlow and Wargrave

Above—**FLOODWATER POURING OVER MARLOW WEIR : This aerial view above the Thames was taken during the great thaw of last week-end when the river was in spate. The Thames rose steadily throughout the week-end, and at Windsor it was reported to be 3 ft. above normal, having broken its banks at many low-lying points on the upper reaches.**

Below—**THE THAMES SPREADS FAR AND WIDE OVER THE BERKSHIRE AND OXFORDSHIRE COUNTRY-SIDE : Here the floodwaters of the Thames are overflowing the land round the Wargrave railway bridge. On the left of the picture is the Wargrave Lock, with the lock-keeper's house almost isolated by the flood-waters. Other houses were completely marooned.**

PERSONALITIES in the NEWS

The Allied High Commissioners at a New Year Gathering; Princess Margaret Follows the Hunt; The Ethiopian Crown Prince and the Pakistan Premier in London

AN ALLIED RECEPTION IN GERMANY—THE THREE HIGH COMMISSIONERS AT A NEW YEAR'S GATHERING: The three representatives of the Western Powers are here seen at the reception given by them for the heads of the Foreign Diplomatic Missions accredited at the Petersburg, official seat of the High Commission. From left to right are: Mr. John J. McCloy (U.S.A.); Sir Ivone Kirkpatrick (Great Britain); and M. Andre Francois-Poncet (France). In the evening of the same day the High Commissioners gave a reception for German and foreign officials at the Redoute in Godesberg.

PRINCESS MARGARET PAYS A VISIT TO THE SHIRES: The Princess and her Lady-in-Waiting, Miss Jennifer Bevan, walking through the crowds at the meet of the Pytchley at Guilsborough on the morning after the Pytchley Hunt Ball, which they had attended. The Princess followed the hunt in a Land-Rover. For the hunt ball Princess Margaret was the guest at a house party at Guilsborough Court, home of Colonel J. G. Lowther. One of the guests in the house party was the twenty-seven-year-old Earl of Dalkeith. Staying at nearby Naseby Hall, once the home of the King and Queen, were the Marquess of Blandford and the Earl and Countess of Westmorland, all close friends of the Princess.

THE PRIME MINISTER OF PAKISTAN MAKES A BELATED ARRIVAL IN LONDON FOR THE CONFERENCE OF COMMONWEALTH PRIME MINISTERS: Mr. Liaquat Ali Khan with his wife and two sons at London Airport. The Premier's refusal to come to London in the first place was due to uncertainty with regard to the inclusion of the Kashmir dispute upon the Agenda. Eventually, after telegraphic requests from his fellow-Premiers, Mr. Liaquat Ali Khan agreed to fly to London. The Kashmir dispute is recognised as being of outstanding importance at the present time, as it results in both India and Pakistan having substantial military forces tied up on or near the Kashmiri borders, which otherwise might prove a stabilising factor in the Far Eastern crisis. Mr. Liaquat Ali Khan's arrival brought the number of Premiers in London to eight. Pictures taken at the receptions for the Premiers are reproduced on pages 44 and 45 of this issue. On page 47 there is a "Who's Who among the Premiers of the Commonwealth."

THE CROWN PRINCE OF ETHIOPIA VISITS LONDON: Prince Merid Azmach Asfa Wassen was in London at the beginning of January for a six-day visit, during which he was received by the King at Buckingham Palace. In the above picture he is seen leaving the Foreign Office accompanied by His Excellency the Ethiopian Ambassador, Ato Abbebe Retta (centre), after a private talk with Mr. Ernest Bevin, which was officially declared to have "no official significance."

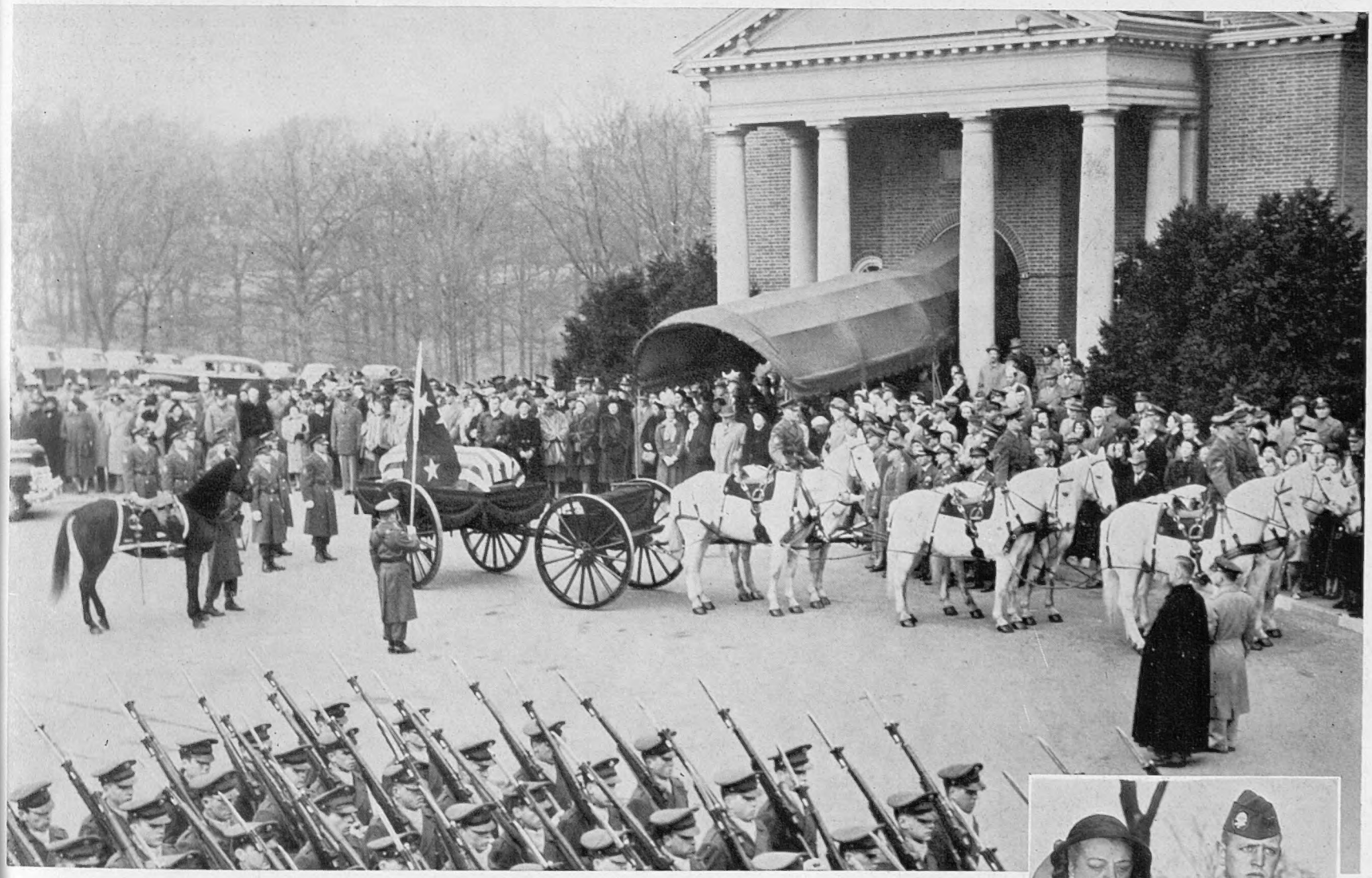
PRINCESS ELIZABETH'S FAREWELL

WATCHING THE DEPARTURE OF PRINCE PHILIP FROM MALTA HARBOUR

A SAILOR'S WIFE BIDS FAREWELL : Princess Elizabeth standing at a point of vantage above Malta harbour as, with the wives of other officers, she watched the departure of Prince Philip's ship H.M.S. *Magpie*, which set out with other units of the Mediterranean Fleet for exercises in Greek waters. Standing just behind the Princess is Captain C. D. Bonham-Carter, who commands the 2nd Frigate Flotilla and is Prince Philip's immediate superior. *On right*—Princess Elizabeth dancing with Lieut.-Commander Fraser at the dance given by the ward-room mess of naval headquarters, Lascaris. Lieut.-Commander Fraser often sails Prince Philip's yacht *Cowslip*.

LAST RITES FOR GENERAL WALTON WALKER

The Funeral Service at Fort Myer, Virginia



AFTER THE FUNERAL SERVICE AT FORT MYER CHAPEL, VIRGINIA : A horse-drawn military caisson, bearing the flag-draped coffin of General Walton H. Walker, who was killed in a jeep accident in Korea, about to leave Fort Myer en route to Arlington National Cemetery, where the interment took place. *Inset on right*—Mrs. Walker at the graveside at Arlington with her son Captain Sam Walker, who is a company commander in an infantry unit serving in Korea. Captain Walker accompanied his father's remains from Seoul.

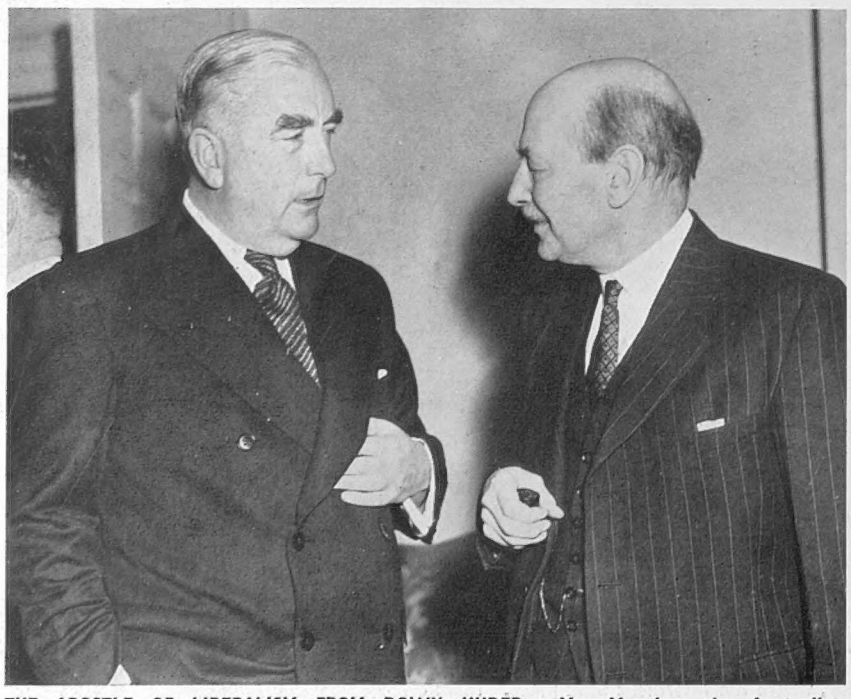
SEVEN PREMIERS OF THE EMPIRE

At Buckingham Palace and 10 Downing Street

Last week's forgathering in London of Commonwealth Premiers provided at least two unique occasions. The first w 10, Downing Street, where the B.B.C. vised the gathering in the official dra room before the opening of proceedings; the second was the Privy Council at Buc ham Palace attended by the King and the seven visiting Premiers. The Premie present was Pandit Nehru, his absence explained by the constitutional relationsh India towards the Crown. The Privy Co was held for the particular purpose of swea in Mr. Senanayake, who was appointed a Councillor on the eve of last year's Com wealth Conference, and Mr. Holland, wh appointed last April. The Privy Counc followed by a luncheon at Buckingham P where the King and Queen entert the Premiers in the State dining-r Mrs. Menzies, Miss Heather Menzies, Mrs. Dönges, wife of the South African M ter of the Interior, also attended the lunc

AT THE OPENING SESSION OF THE COMMONWEALTH PRIME MINISTERS' CONFERENCE AT 10, DOWNING STREET: While Foreign Secretary Ernest Bevin sits beside them, Mr. Nehru, Prime Minister of India, and Mr. St. Laurent, Prime Minister of Canada, are seen in earnest discussion. In addition to the Commonwealth Premiers, three members of the Cabinet attended the opening meeting.

THE FOREIGN SECRETARY AT NO. Mr. Bevin arriving for the Com wealth Prime Ministers' Confer



THE APOSTLE OF LIBERALISM FROM DOWN UNDER: Mr. Menzies, the Australian Prime Minister, who leads the coalition of Liberals and Country Party representatives, seen in conversation with Mr. Attlee at No. 10, Downing Street.

SEVEN PREMIERS OF THE EMPIRE, AND ONE DEPUTY: Dr. Dönges (representing Dr. M of South Africa), Sir Godfrey Huggins (Southern Rhodesia), Mr. Attlee (U Kingdom), Mr. St. Laurent (Canada), Mr. Me (Australia), Mr. Holland (New Zealand), and Mr. Nehru (India). The unrepres Dominion was Pakistan, Mr. Liaquat Ali Khan having at first declined to make journey to London. He eventually made a belated arrival last Sunday

AN HISTORIC GATHERING IN THE STATE DINING-ROOM OF BUCKINGHAM PALACE, WHERE THE KING AND QUEEN ENTERTAINED THE DOMINION PRIME MINISTERS AFTER HOLDING A PRIVY COUNCIL: In the group above, the Queen and Mrs. Attlee are seen in the foreground, together with Princess Alice, Countess of Athlone, Mrs. Menzies, the Duchess of Gloucester, Miss Heather Menzies, Mrs. Dönges, Princess Margaret and the Duchess of Kent. From left to right in the group below are—Dr. Theophilus Dönges (Minister of the Interior, Union of South Africa), Mr. Senanayake (Ceylon), Sir Godfrey Huggins (Southern Rhodesia), Mr. Holland (New Zealand), Mr. Menzies (Australia), Her Majesty the Queen, His Majesty the King, the Duchess of Kent, Mr. St. Laurent (Canada), Mr. Attlee, Princess Margaret, and Pandit Nehru (India).

VITAL PROBLEMS of the NEW YEAR

The Coal Talks at Downing Street, and the Arrival of the Commonwealth Prime Ministers for the London Conference

MEETING TO DISCUSS THE COAL CRISIS: *Left*—Mr. Noel Baker, Minister of Fuel, arriving at 10, Downing Street, for the meeting with the members of the Executive Committee of the National Union of Mineworkers. *Right*—Sir William Lawther, Union President, and Mr. George Hall at No. 10.

THEY CAME TO HEAR THE PRIME MINISTER'S APPEAL: Mr. Horner (left), General Secretary of the National Union of Mineworkers, with Mr. Hawkey and Mr. Jones, two other members of the Executive Committee of the union which assembled at 10, Downing Street at the invitation of Mr. Attlee. The miners heard the Premier outline the present coal crisis. If sufficient coal was not produced this winter, said the Premier, industry would be stopped and there would be mass unemployment. Nationalisation and the Socialist Party would be discredited in the eyes of the electorate. The Premier called for an all-out effort—for the production, in fact, of an extra 3,000,000 tons of coal in the next four months. The twenty-seven members of the Executive—many of them working miners—sat round the long, green-baize table in the Cabinet room at No. 10 in seats normally used by Cabinet Ministers.

COMMONWEALTH PREMIERS FROM AFRICA AND ASIA ARRIVE IN LONDON FOR THE BIG TALKS: *Left*—Sir Godfrey Huggins, the Premier of Southern Rhodesia, seen at his London hotel. *Right*—Pandit Nehru, of India, with the Indian High Commissioner, at Northolt Airport. Of all the visiting Premiers, Sir Godfrey and Mr. Nehru have perhaps had the most unusual and varied careers. Sir Godfrey has been Prime Minister of Southern Rhodesia since 1934, but in his young days he had a successful career as a surgeon before he emigrated. He was, indeed, at one time Medical Superintendent of the Hospital for Sick Children in Great Ormond Street, London. He was educated at Malvern College. Mr. Nehru is also a public-school man, having been educated at Harrow before going on to Trinity, Cambridge, and then becoming a barrister at the Inner Temple. It was in 1920 that he became a member of the non-violent, non-co-operation movement under Gandhi.

A PRIVATE SERVICE OF INTERCESSION IS HELD AT WESTMINSTER ABBEY TO MARK THE OPENING OF THE CONFERENCE OF COMMONWEALTH PRIME MINISTERS: *Left*—**The King and Queen, who had just arrived from Sandringham, with the Abbey clergy after the service.** *Right*—**Mr. and Mrs. Bevin with the High Commissioner for Pakistan, and Mrs. Rahimtoola.** Only about 100 people attended the service, and the doors were closed to the public. In addition to the Prime Ministers, headed by Mr. Attlee, several members of the Cabinet were present. The Archbishop of York delivered an address on the text from Isaiah: "and Hezekiah received the letter from the hand of the messengers and read it, and Hezekiah went up unto the house of the Lord and spread it before the Lord." He said this letter was an ultimatum from the totalitarian State of Assyria.

THE MENZIES FAMILY IN LONDON FOR THE COMMONWEALTH PREMIERS' CONFERENCE : Mr. R. G. Menzies seen with his wife and daughter at their hotel. Mr. Menzies was made a Companion of Honour in the New Year's Honours List. It is just over a year since his resounding defeat of the Socialists in the Australian elections, when he led the Liberal and Country Parties in a victorious Coalition against the Labour Government, which had been in office over eight years. Mr. Menzies, one of Australia's leading lawyers, was born at Jepartit, Victoria, and had a brilliant scholastic career at Melbourne University. After being a member of the Victorian Legislature, Mr. Menzies entered the Federal Parliament as member for Kooyong, which he has continued to represent ever since. He was Federal Attorney-General in the Lyons Government from 1934 to 1939, and succeeded Mr. Lyons as Prime Minister and leader of the United Australia Party in 1939. He resigned in 1940, and subsequently served as Minister for Defence Co-ordination in the Fadden Ministry, which held office for a few weeks before Labour came to power. He is the author of books on war, history and constitutional matters. In July 1950 Mr. Menzies introduced into the Australian Parliament a Bill for the dissolution of the Australian Communist Party—a Bill that led to a series of strikes in the Australian coal-mining industry.

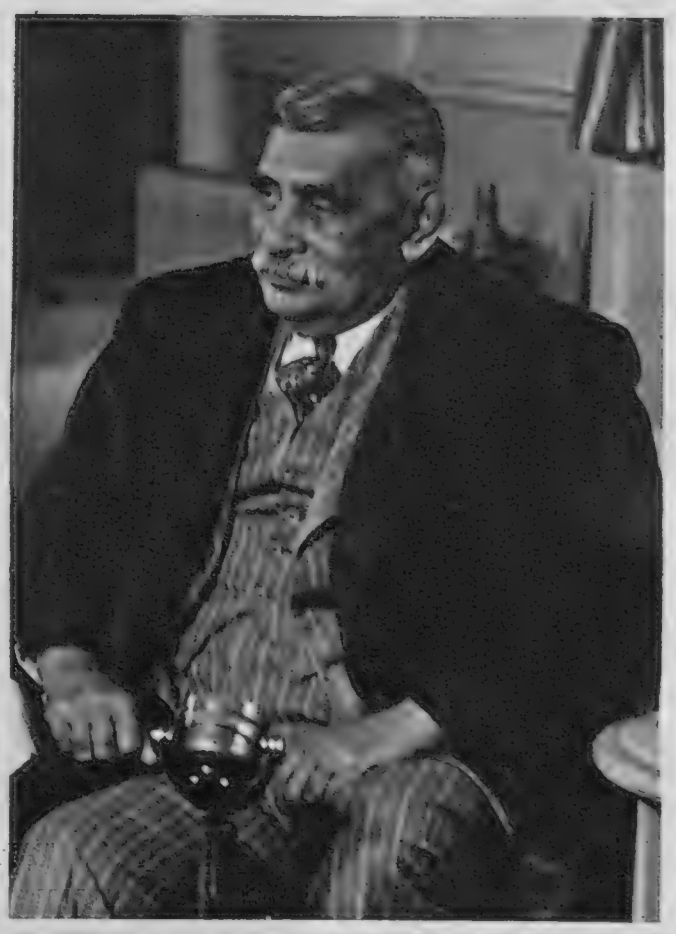
MR. SIDNEY HOLLAND, THE NEW ZEALAND PRIME MINISTER, HOLDS A PRESS CONFERENCE ON HIS ARRIVAL IN LONDON : "I have come to see in what way New Zealand can contribute to the common pool, not to see what we can take out of it," said Mr. Holland, as he made his bow to the British Press. Mr. Holland came to power in New Zealand at the end of 1949 when, like Mr. Menzies in Australia, he delivered a resounding blow to the Socialists. At that time the Labour Government in the Dominion had been in power fourteen years. Mr. Holland, who is fifty-eight, was born at Greendale, Canterbury Province, the son of English-born parents. After the First World War, when he served in the New Zealand Artillery in France, he worked his way up from being a travelling salesman to the managing directorship of an engineering company. Mr. Holland entered Parliament in 1935, the year of the National Party's electoral débâcle.

WHO'S WHO AMONG THE PREMIERS OF THE COMMONWEALTH

Mr. Attlee invited the Prime Ministers of the Dominions to Britain at the opening of 1951 in order to discuss questions of common concern, including aspects of the international situation. It was realised from the outset that the Agenda before the Premiers would be closely concerned with the affairs of West Europe, particularly in relation to the vast subject of emigration and immigration. Australia and New Zealand in particular are in need of population, and it was envisaged that the talks must centre round those needs which cannot be satisfied entirely by Britain. Of the visiting Premiers, perhaps the best-known in this country is Mr. Menzies. Mr. Holland and Mr. St. Laurent are comparative newcomers to high office.

CANADA'S FRENCH-CANADIAN PRIME MINISTER : Mr. Louis St. Laurent seen on arrival in London to take part for the first time in Commonwealth talks in his capacity as Canadian Premier. In 1948 he deputised for Mackenzie King. Mr. St. Laurent is the second Canadian French-speaking Premier, the first having been Sir Wilfred Laurier. Until 1941 he took no part in national politics, being a corporation lawyer with a highly lucrative practice. It was then that Mr. Mackenzie King asked Mr. St. Laurent to join the Cabinet as Minister of Justice, a post which he filled with such distinction that he was clearly marked out as Mr. King's successor.

REPRESENTING DR. MALAN, PRIME MINISTER OF SOUTH AFRICA : Dr. T. E. Donges, Minister of the Interior in the South African Government, seen with Mrs. Donges on their arrival at London Airport last week. Dr. Donges was at one time a journalist.



MR. STEPHEN SENANAYAKE, PRIME MINISTER OF THE DOMINION OF CEYLON : Mr. Senanayake, seen at Northolt following his arrival for the Commonwealth Conference. He was once a champion wrestler and boxer, and all his life he has been deeply interested in agriculture, having spent several years as a planter of coconuts and rubber.

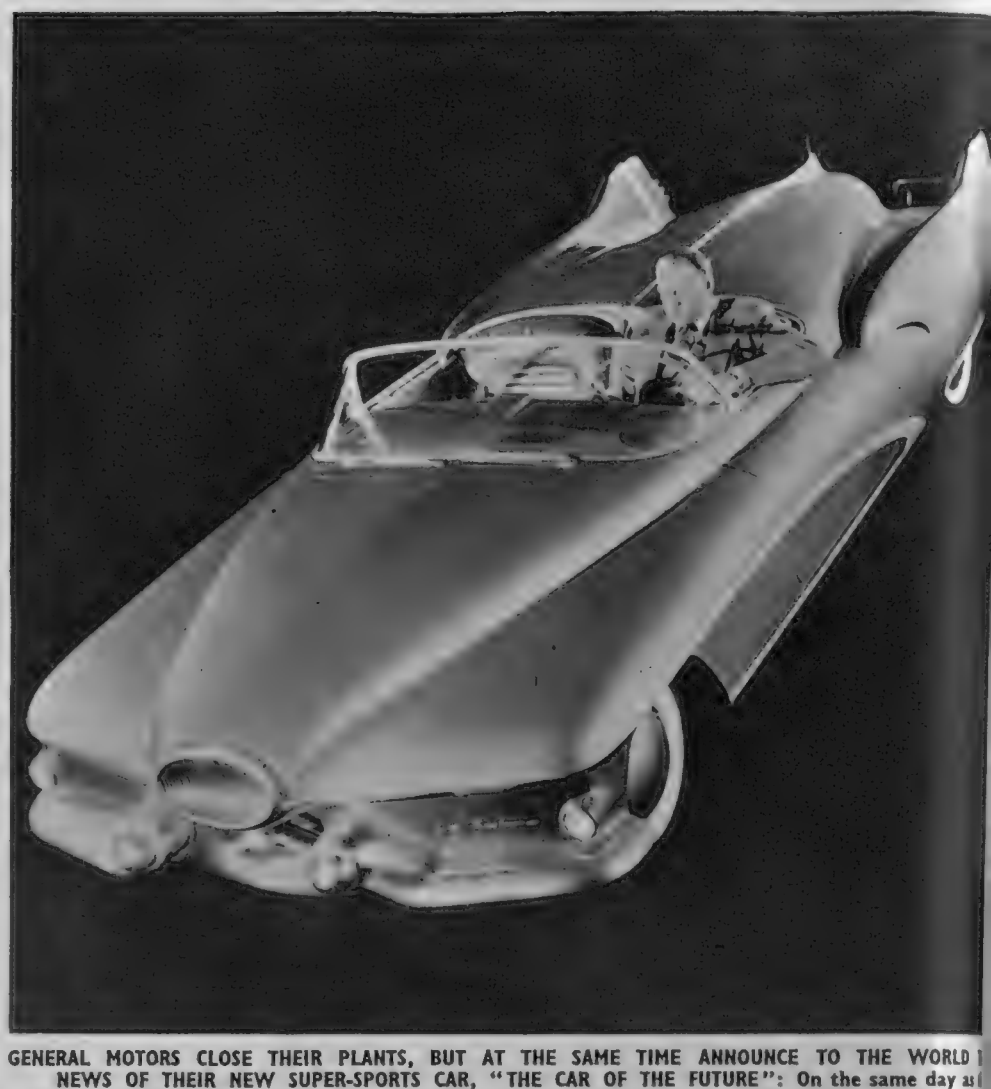
NEWS FROM THREE CONTINENTS

A PICTORIAL SURVEY OF EVENTS ABROAD

THE FIRST POPULARLY-ELECTED PRESIDENT OF HAITI TAKES THE OATH OF OFFICE: Colonel Paul Magloire raises his right arm and swears to uphold the Constitution before delivering the inaugural address at Government House, Port au Prince. He follows Dumarsais Estimé, who was deposed in a military insurrection last May, exactly two years before his six-year term of office was due to end. Estimé's regime, like that of Lescot before him, had shown authoritarian trends, and in 1949 military disaffection and student riots had been put down by stern measures. The President of Haiti was, according to the Constitution, elected by a majority of the votes of the Assembly, but, after Estimé's defeat, popular voting was decided upon and Magloire was duly elected.

THE ARRAIGNMENT OF PEDRO CAMPOS, LEADER OF THE PUERTO RICAN NATIONALISTS: Campos standing between his attorneys in the District Court at San Juan when he heard the charges against him. The warrant for his arrest was issued during the Puerto Rican revolt last October, when Nationalist rebels stormed the Governor's Palace in San Juan and there were risings in most of the towns in the island. Campos is well known to the American State Department. In 1936 he was sentenced to Atlanta Federal Penitentiary for conspiring to overthrow the American Government. The October revolt in Puerto Rico, it may be remembered, coincided also with the attempt of two men to enter Blair House, Washington, with the avowed object of assassinating Mr. Truman.

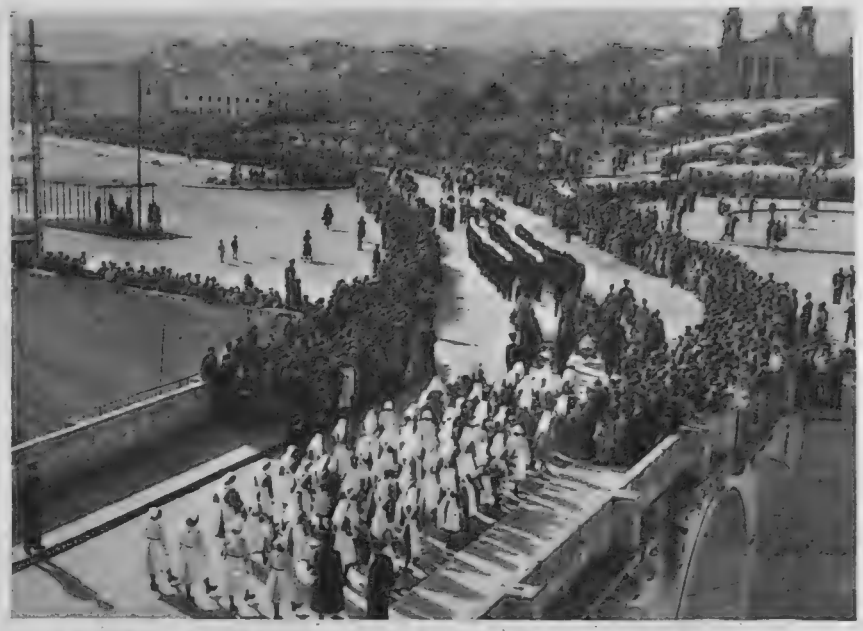
THE FINNISH PRIME MINISTER PAYS A PRIVATE VISIT TO ITALY, WHICH BRINGS IN ITS TRAIN A CROP OF RUMOURS: Mr. Urho Kekkonen (centre), seen with Mr. Harri Holma, the Finnish Minister to Italy, and Mrs. Holma after his arrival in Rome en route to Amalfi, where he is undergoing a rest cure which he says was ordered by his doctors four months ago. As no representative of the Finnish Legation met Mr. Kekkonen at Rome Airport, there was a crop of rumours in the Italian Press, most of which indicated that Mr. Kekkonen had no intention of returning to Finland and he was a political fugitive. Mr. Kekkonen denied the reports.



GENERAL MOTORS CLOSE THEIR PLANTS, BUT AT THE SAME TIME ANNOUNCE TO THE WORLD T NEWS OF THEIR NEW SUPER-SPORTS CAR, "THE CAR OF THE FUTURE": On the same day as t picture was released to the Press in London, news came from New York that a sudden a shortage of materials was forcing General Motors to close temporarily plants of their Buic Oldsmobile and Pontiac Divisions, this decision rendering idle no fewer than 13,000 worke News of the Le Sabre, the company's car of the future, was at the same time given v publicity in the American Press. This super-sports car has many novel ideas, including a de which automatically closes the hood and shuts the windows when it rains; electric seat-warmers and da board red lights to warn of faults anywhere in the car. The dashboard also operates a hydraulic jac each of the car's wheels, and in the event of a blow-out, the driver can jack-up without leaving his s The Le Sabre will be powered by a Custom V-8 engine with 10 to 1 compression ratio, plus su charger. Audual-fuel system will utilise current premium fuel and methanol. Methyl alcohol will be inje into the combustion chambers through the carburettor at a certain level of speed for extra power bu The model has tail-fins in simulated jet-plane style, housing aircraft-type rubberised tanks for the types of fuel. The total weight of the car is expected to be in the neighbourhood of 3,000 lb. The weight factor is attributed to the use of heat-treated magnesium and aluminium alloys in construc

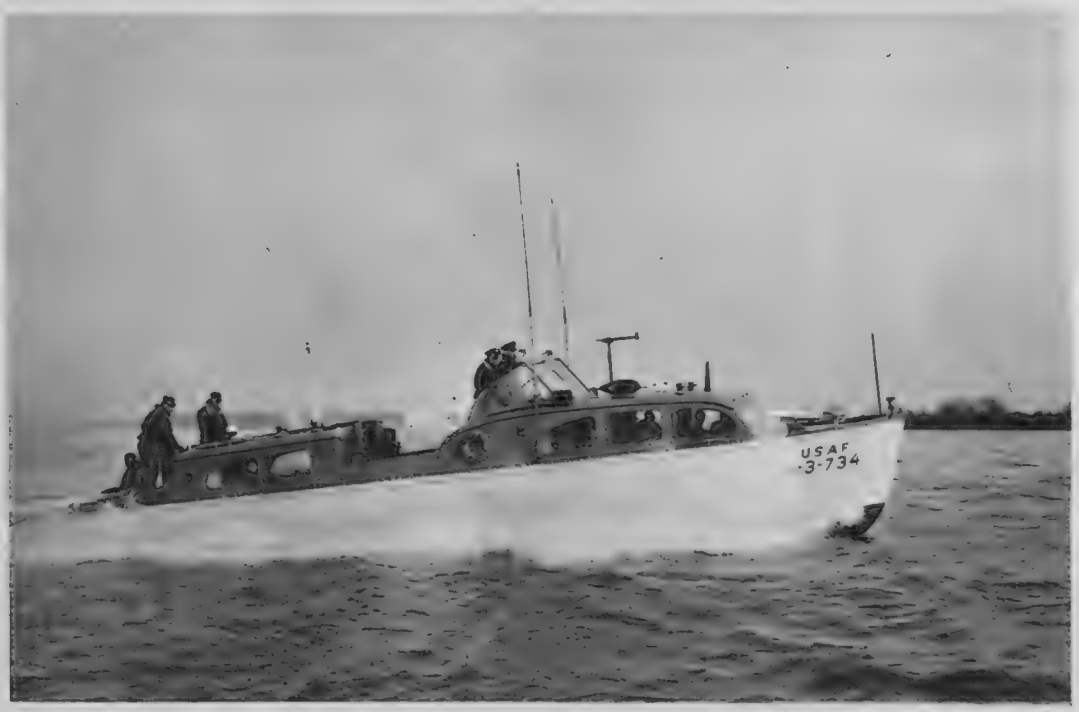
A WEDDING WITH ROYAL AFFINITIES IN OLD SEVILLA: Princess Dolores de Borbon-Sicil Orleans and Carlos Chias after their marriage at the end of December. The forty-one-ye Princess, widow of the Polish Prince Auguste Czartoryski, married the twenty-eight-ye tutor of her nine-year-old son, Adam. As a result of her marriage to a commoner, she stripped of all Royal prerogatives and rights by her brother-in-law, Don Juan, the Spanish Pret

BERLIN MOURNS KONRAD CARDINAL VON PREYSING: 5,000 mourners lined the half-mile route as the body of the Cardinal was borne through the streets to the Saint Hedwig Cemetery, in the Soviet Sector, where the interment took place. Previously Josef Cardinal Frings, Archbishop of Cologne, had led the Pontifical Requiem at St. Sebastian's Church, in the French Sector. A priest is seen walking in front of the cortege, bearing the late Cardinal's hat. Cardinal von Preysing, who was elevated to the Sacred College by Pope Pius XII in 1946, was active before and during the 1939-45 war in the opposition shown by religious leaders, both Catholic and Protestant, to racial discrimination and totalitarian decrees in Germany. Since the end of the war he had been repeatedly attacked by East German authorities for his opposition to the Communist "National Front." His skill in avoiding an open break with the State, in spite of his outspoken opposition, won the admiration even of his opponents. Cardinal von Preysing was born in 1880 at Kronwinkel, of noble parentage, his family being closely related to the former Royal house of Bavaria.



MALTA'S PRIME MINISTER BURIED ON CHRISTMAS EVE: Members of the Malta police followed by nurses of the St. John Ambulance Brigade leading the funeral procession through the streets when Dr. Enrico Mizzi was laid to rest on December 24. Mizzi was the son of a Maltese father and an Italian mother. Throughout his long political career his Italian sympathies were pronounced. From the outset he was a leader of the group which aimed at the substitution of the Italian for the British flag in Malta, and for his activities in the First World War Mizzi was sentenced to one year's imprisonment. In the Second World War Mizzi was interned in East Africa. Mizzi returned to high office last September at the head of a minority Government.

RECORD CHRISTMAS SHOPPING CROWDS IN THE CITY OF SYDNEY: A section of Pitt Street at the peak hour of 1.30 p.m. on December 18, 1950. The crowd was so dense that police closed part of Pitt Street, including the section where this picture was taken, to all vehicular traffic except trams. Pitt Street is served by one-way traffic. Christmas spending in the New South Wales capital city also reached record figures.



THE UNITED STATES AIR FORCE DEMONSTRATES A NEW CRASH-RESCUE BOAT—THE PROTOTYPE ON A TRIAL RUN: The U.S. Air Force recently demonstrated this new crash-rescue prototype designed specifically for rescuing airmen from the sea. The 40-ft. craft has several improvements over earlier-type crash-rescue boats. One of the improvements is a hinged "transom," or tailgate, at the stern which can be lowered into the water to provide a working platform for bringing survivors aboard.

A WEDDING IN CONNECTICUT: Princess Christina Hapsburg, former wife of the Archduke Carlos Hapsburg of Bourbon, and the internationally famous pianist, Gyorgy Sandor, were married last month in Waterbury, Connecticut. Mr. and Mrs. Sandor are both of Hungarian birth and first met in Barcelona two years ago when she attended a concert of his. Gyorgy Sandor has been an American citizen for some years. Before her marriage in 1938 to the Archduke Carlos Hapsburg, Mrs. Sandor was Christina Satzger de Balvanyos, the daughter of a Hungarian nobleman. The Sandors are to live in New York.

POLICING VIENNA—THE MONTHLY CHANGE-ROUND IN THE INTERNATIONAL SECTOR: A detachment of the Russian military police company goose-step with fixed bayonets past the United States and Russian commanders in Vienna. The occasion was the handing over of military police duties for the ensuing month to the American authorities. On left, a Russian band is seen as it played the Soviet National Anthem, while on right a United States Army band awaits the arrival of the American military police. In February the British military police take over for a month's duty.

THIS IS THE JUNGFRAU PERCH, WEDGED ON A SHEER ROCK 11,723 FT. ABOVE SEA-LEVEL IN THE SWISS ALPS, WHERE COSMIC-RAY AND SOLAR SCIENTISTS ARMED WITH ALL MANNER OF SCIENTIFIC INSTRUMENTS, ARE CARRYING OUT THEIR WORK IN THE COLD, THIN AIR HALFWAY TO THE STRATOSPHERE: The Sphinx Rock is connected by lift to the International Institute of Scientific Research about 400 ft. lower down the mountain. Two teams of scientists from Manchester and Bristol Universities have been working with a team of foreign scientists on the Jungfraujoch this winter. The British teams are under the leadership of Professors Newth and Powell.

Scientists on the Jungfraujoch

INTERNATIONAL TEAMS STUDY COSMIC AND INFRA-RED RAYS AMID THE SWISS PEAKS

Science is moving to the mountain-t Physics and astrophysics are being stud on the heights, where the air is calmer a clearer. Men working on the new frontier explosive force get up as high as they ca study the sun's corona and cosmic rays, th mysterious particles which are for ever bombe ing the earth. Going up in aircraft does not so the problem, for a laboratory aeroplane ca not take the weight of equipment required research, nor could it provide the utter stillne which is so imperative.

During the present winter scientists h taken station in the Pyrenees, the Swiss Alps a the Rocky Mountains, among them Profes Blackett, the Nobel Prize-winner and the wor greatest expert on cosmic rays. This Manche Physics Professor has chosen for his icy p the Pic du Midi, in the Central Pyrenees.

The centre of most intense activity is meteorological station and observatory on Jungfraujoch, in the Swiss Alps, where exp of many nations have forgathered during present winter, their headquarters being International Institute of Scientific Resea which lies some 400 ft. below the observa and met. station in what is a veritable Alp anthill, including hotels and a railway sta connected by a lift and elaborate tunnels.

In 1912 some thoughtful Swiss engine provided an underground railway right up the Berghaus and the Institute by drivin great inclined tunnel for five miles up inside mountain, terminating at Jungfraujoch sta over 11,000 ft. above sea-level, the highest way terminus in Europe. This fact has enab the international scientists to bring their wea equipment up to the observatory and laborato

Last summer a team of physicists f Manchester University went to the Internat Institute on the Jungfraujoch, accompanie Norman Barford, of the Imperial College. T returned recently with their findings, and h since been relieved by another group of Bri

LOOKING DOWN ON THE LARGEST GLACIER IN EUROPE—MEMBERS OF THE TEAM OF INTERNATIONAL SCIENTISTS WHO ARE WORKING AT THE JUNGFRAUJOCH RESEARCH STA Leonard Mandel, Pierre Demers, and Karl Wienert standing above the spectacular Aletch Glacier, near the Jungfraujoch. Leonard Mandel is from Birkbeck Co London University. Pierre Demers is a Canadian, and Dr. Wienert, a German, has experimented in Tibet and the Himalayas. While the group of British scie works on cosmic and solar research, others at the Jungfraujoch are studying infra-red rays. To all of them the cold, thin air is ideally suited to their resear

PROFESSOR PIERRE DEMERS ON THE JUNGFRAU PERCH: The Canadian specialist descending the staircase from the dome of the observatory at a height of 11,723 ft. above sea-level. He had been engaged in the task of measuring the temperature of the observatory dome, part of one of his daily tests.

THE ONLY DOG IN A SNOWBOUND WORLD: Dr. Karl Veout with the caretaker's dog on the terrace of the Institute of Scientific Research beneath the Jungfraujoch. The Institute is connected by tunnel with the base of the lift leading to the meteorological station known as Jungfrau Perch.

EN ROUTE FROM THE SPHINX LIFT: Leonard Mandel, Pierre Demers and Karl Wienert on the way through the tunnel after descending the lift from the Jungfrau Perch meteorological station. They were returning to their quarters at the Institute of Scientific Research.

PROFESSOR DEMERS ON THE "PERCH": The Professor of Physics from Montreal University measuring the temperature in the dome on top of the Jungfraujoch Meteorological Observatory. In the foreground is the equatorial mounting, partly veiled to protect it. The parcel on top of the ladder contains fifty photographic emulsions exposed to cosmic rays which, after development, will show star-like images under a microscope. Demers specialises in the study of cosmic rays with the aid of photographic emulsions.

AT WORK ON THE JUNGFRAU PERCH: Dr. Karl Wienert, the German physicist, is measuring the ability of the atmosphere to conduct electricity. Through the air being less disturbed at 11,723 ft., Dr. Wienert is in a better position than "down below" to carry out measurements. The battery is used to charge a condenser which then discharges through the air. The time it takes to discharge is a measure of resistance. The time of discharge is longer for a higher resistance. The mountain in the background is the Monch, which rises to 13,494 ft.

AT WORK IN THE SHADOW OF THE JUNGFRAU: Leonard Mandel engaged in research at the meteorological station on the Sphinx Rock, which is located on the glacier-covered saddle between the Monch and the Jungfrau. Fluttering outside the window is a bird in search of tit-bits from the scientists.

NEW LIFE FOR FABULOUS LAURIUM

The Famous Greek Mines are Being Revitalized with Marshall Aid Money

After an interval of more than 2,000 years the ancient and formerly fabulously rich silver, lead and zinc mines which played the chief role in the rise of Athens to supremacy in the commercial world during the millennium before Christ, may again assume an important place in the economy of modern Greece.

The Laurium (Lavrion) mines, about 25 miles south-east from Athens, are to be expanded and re-worked, using the most modern techniques of geological mapping and equipment as the result of a Marshall Plan loan agreement negotiated through the E.C.A. Mission to Greece. The mines are expected to provide zinc and lead for export and, under the agreement, they will materially aid in stockpiling these strategic minerals in the United States.

The agreement provides that the Greek Laurium mines, controlled by Mediterranean Mines Inc., an American firm operating in Greece, is to receive an E.C.A. advance against production of 102,193 dollars, and in addition 10,000,000,000 drachmas (about 666,000 dollars) from the special E.C.A.-Greek Government counterpart fund. The firm is to repay the E.C.A. advance with shipments of lead and zinc to the United States for a period of three years.

Marshall Plan aid in the exploration of the Laurium area began in 1949 when the firm received a loan totalling 376,000 dollars, or 5,640,000,000 drachmas. Of this amount 268,000 dollars was in foreign exchange used for the purchase of machinery and the balance in drachmas for the development of the Sounion-Avlaki-Vromopoussi mines and the construction of a 200-ton capacity concentrating plant.

Part of the new drachma loan is to be used to refund the first loan. The balance is to be used to expand the mines and build a concentrating plant with a capacity of 250 tons daily. These improvements are expected to increase the total annual production of the mines.

Geologists believe that mining in this district was started as early as 1000 B.C. and continued intermittently until 200 B.C., when it was stopped through exhaustion of high-grade ore and the discovery of more profitable ore in Macedonia. The mines reached the height of their importance about the middle of the fifth century B.C. and continued to yield rich returns for 300 years.

There are in all 2,000 pits near the north shore of the Sunium promontory that were worked during the ancient times. Some reached depths of almost 400 ft. but none extended below sea-level.

The ore in this area is a silver-bearing sulphide of lead, with which are associated the sulphides of zinc and iron. In the old days the silver content of the ores is estimated to have been from 40 to 120, and rarely less than 60 ounces per ton of ore. Judging from the dumps of the old workings, modern geologists estimate that silver to the value of 800,000,000 dollars was produced during the three centuries of mining prosperity.

Æschylus, the great Greek writer of tragedies in the sixth and fifth centuries B.C., described the mines as "a fountain, running silver, a treasure of the land." Herodotus, in the fifth century B.C., and later Aristotle, in the fourth century B.C., both attribute the great prosperity of Athens to new discoveries at the silver mines. Then as the rich ores were exhausted, Athens declined as a world power. Then for many centuries the mines lay like deserted rabbit warrens. Many of the shafts and tunnels caved in and some of the pit-mouths were obliterated.

In 1873 an enterprising group saw profitable possibilities in the recovery of the metals left in the mine dumps, and the Societe des Usines de Laurium was formed. Mining and smelting activities were started again. A few years later a French company started underground mining operations in the district, but Greek Laurium confined its activities to the old mine dumps. From that time until World War I 6,000,000 tons of mine waste and tailings were reported to have been reclaimed and re-treated. The annual production is then said to have averaged 170,000 tons of lead ore and 36,000 tons of zinc ore. The amount of silver produced is not known. By 1915 the richest and most accessible dumps had been used up and production fell to 50,000 tons of lead ore and 16,000 tons of zinc ore.

Operations continued until 1916, when the smelting plant was shut down because of lack of coke due to the war. Some activity started again in 1927, when the properties were leased to the French Laurium company, but the lease was abandoned in 1931 because of the prevailing low price of lead. Since then, until Mediterranean Mines Inc. became interested in the old workings, the mines were again deserted.

BUILDING THE FOUNDATIONS FOR A NEW MILL ON THE SITE OF THE ANCIENT LAURIUM SILVER MINES, 25 MILES FROM ATHENS, WHICH MADE THE CITY STATE OF ATHENS A WORLD POWER MORE THAN 2,000 YEARS AGO: Marshall Aid loans, granted through the Economic Co-operation Administration Mission to Greece, are making possible this redevelopment of the rich mineral area. In the time of Themistocles the mines were so productive that the surplus of the proceeds was sufficient for the construction of 200 triremes for battle in the war against Persia. After Greece had lost her freedom the mines were no longer worked. As a result of E.C.A. funds, it is thought that Laurium's mines may again play an important part in Grecian economy. They have been worked during the present century on a modified scale by Greek and French companies.

BUILDING A ROAD TO THE MINES: Men engaged in cutting away the rock during construction of a large access highway between the mine-shafts and the new mill.

A GREEK MECHANIC UNPACKS NEW MINING EQUIPMENT: This is part of the mill machinery for the Laurium mines. It had arrived a few days previously, via the Piræus.

HERE THE SLAVE-WORKERS OF THE ATHENIANS EXTRACTED SILVER FROM ORES MINED IN THE LAURIUM DISTRICT: *On left and right*—This reservoir played a part in the gravity system used by the Greeks more than 2,000 years ago. The reservoir was hewn from the solid rock. Many of the ancient workings at Laurium are in the condition they were left in 1,800 years ago. There are in all 2,000 shafts and galleries in the mining area.

MORE WATER FOR A THIRSTY ATHENS

The Completion of the Kakosalessi Aqueduct Brings the End of Water Rationing in Sight

Athens, at the mercy of a dry climate and an unfavourable terrain, has, with the exception of a short period in the '30's of the present century, suffered from an insufficiency of water ever since the time of Christ. The Emperor Hadrian attempted to solve the problem by building an aqueduct to carry water underground into the city from the Attic plains 15 miles away. He was to a large extent successful, and his project survives to this day, still forming part of the supply system. In the nineteenth and twentieth centuries Athens grew apace. The aqueducts were repaired and extended, and artesian wells were drilled at various points. Even so, however, the supply never quite equalled the demand, until the Bank of Athens stepped in in 1926 and financed an American engineering company in the construction of the now-famous Marathon Dam. This marble-faced dam was completed in 1932. For the next eight years the capital city of Athens was at long last able to boast an adequate supply of water.

But after 1932 Athens grew still more. In that year her population was 750,000. To-day it is 1,300,000, and until the latest scheme comes into full operation citizens cannot be certain that they have seen the last of rationing. The situation in the city in 1950 was parlous indeed, and any citizen who wanted to be sure of water had to have his own tanks, pails, jars and bottles ready for filling during the brief hours when the mains were turned on. It was the insanitary conditions created by this rationing system, coupled with the fact that Greek industry was suffering from the lack of water, that led the E.C.A. mission to Greece to bring Marshall Aid to bear on the problem.

With this Marshall Aid the Kakosalessi Torrent in the Parnassos watershed has been effectively harnessed, and the pictures on this page show the great new aqueduct system which has now been brought into being, adding nearly a fifth to the 1950 supply.

THE CONSTRUCTION OF THE KAKOSALESSI AQUEDUCT, A 15-MILE-LONG SYSTEM BRINGING WATER TO THE MARATHON RESERVOIR, LYING IN A BOWL OF THE MOUNTAINS TO THE NORTH OF ATHENS: The aqueduct, now completed, was constructed by the cut-and-cover method. The aqueduct will supply an additional 5,000,000 cubic metres of water annually to the Athens mains, reinforcing the present uncertain supply of 27,000,000 cubic metres. Since 1943 Athens has been strictly rationed for water. The ration during 1950 was limited to three hours each day, after which the water was turned off at the mains.

IT DRAINS WATER FROM THE PARNASSOS WATERSHED: This is a branch of the Kakosalessi aqueduct. When this picture was taken the pipe-line had been completed, and all that remained was the filling-in of the trench.

ENGINEERING WORKS ON THE LINE OF THE NEW ATHENIAN WATER SYSTEM: *Right*—The new Kakosalessi Dam holding back the water from the Kakosalessi Torrent and diverting it into the new aqueduct connecting with the Marathon Dam. *Left*—A steel siphon in the Parnassos watershed area. The siphon carries water down a mountain, across a valley and over the crest of another mountain, until it reaches the main aqueduct, which empties into the Marathon Reservoir.

ORPHANS OF THE KOREAN WAR GO ABOARD A GIANT C 54 TRANSPORT OF THE UNITED STATES FAR EAST AIR FORCES BEFORE BEING FLOWN TO SOUTHERN KOREA: Fifteen of these great planes of Combat Cargo Command ferried 1,000 children, many of them sick, most of them inadequately clothed, to places of refuge in the far south. Meanwhile, thousands of other children were trudging along the roads which led southwards from Seoul.

KOREA: THE PLIGHT OF THE CHILDREN

SOME OF THE YOUNG REFUGEES ARE FLOWN OUT OF SEOUL IN U.S. TRANSPORTS

As the tide of war has swept southward in Korea, there have been heart-breaking reports of the plight of the refugees, mostly through the exposure of the very young and the sheer exhaustion of the aged. Greg MacGregor, writing in the *New York Times* of December 28, declared: "It is not unusual for a baby strapped on his mother's back in traditional Oriental style to die from the cold with the mother unaware of it." The trek to the south is being made through ice and snow, the refugees travelling by night and day and halting only when utterly exhausted. Most of the Koreans carry all their worldly possessions on their backs, and some of the children are shouldering immense loads.

For a fortunate few—a very few in comparison with the total number of refugees on the march—there has been evacuation by air, and only recently 1,[illegible] orphans had the good fortune to [illegible] Seoul in American transports of Combat Cargo Command. They are now [illegible] well cared for in the area which [illegible] autumn formed the Pusan bridgehead. United Nations teams, representing [illegible] Civil Assistance Command, are doing everything possible for the refugees. Some teams, stationed on the refugee route, [illegible] been inoculating and spraying the refugees to prevent the spread of smallpox and to combat vermin. Other teams have been distributing clothing, including 175,[illegible] wool jackets and 90,000 blankets.

THESE TWO KOREAN CHILDREN WERE BROUGHT SOUTH FROM THE BEACH-HEAD AT HUNGNAM, NORTH-EASTERN KOREA: They were among the 80,000 Korean refugees whom the U.N. Task Fleet brought out in their mass evacuation of troops, civilians and equipment.

WAITING IN THE FUSELAGE OF A GIANT C 54 TRANSPORT AT SEOUL [illegible] FIELD: Young Korean war orphans seen as they were about to be transported south. Thirty-nine member-nations of the United Nations have contributed cash and goods to enable United Nations Civil Assistance Command to carry on the task of helping the Korean refugees.

DURING THE FLIGHT FROM PYONGYANG, THE NORTH KOREAN CAPITAL: This young refugee was photographed among a great column of refugees after crossing the Taedong River.

IN THE REFUGEE TREK THROUGH KOREA IT IS NOT UNUSUAL TO SEE CHILDREN CARRYING LOADS ALMOST AS HEAVY AS THEMSELVES: Here a small boy and his mother are seen as they arrived at the beach-head at Hungnam after a weary trek through the mountains to avoid capture by Communists.

CONTRAST IN THE CITY OF SEOUL: *Left*—A lorryload of young refugees arriving on the airfield prior to evacuation in American cargo planes. *Right*—A brother and sister attempting to warm themselves before a fire they had built amid the rubble in the bombed Seoul railroad yards. These youngsters had trekked into the city from the far north, but this was not journey's end for them, the tide of refugees continuing to flow southward before the threat of the massed Chinese armies. At the end of December it was estimated that civilians were abandoning Seoul at the rate of 80,000 per day, a large proportion being the very young and the very aged.

OXFORD v. CAMBRIDGE AT ZERMATT

THE INTER-UNIVERSITY SKI-ING RACES BRING VICTORY TO THE LIGHT BLUES

S. WHITELAW, OF CAMBRIDGE, THE INDIVIDUAL WINNER OF BOTH THE DOWNHILL AND SLALOM RACES, IN THE INTER-UNIVERSITY SKI RACES HELD AT ZERMATT: Whitelaw is here seen travelling at speed during the competition, which produced some first-rate ski-ing on both sides. Afterwards the combined Oxford and Cambridge teams trained on to meet the representatives of the Swiss Universities, and although the latter won, the British skiers acquitted themselves with real credit. The Oxford versus Cambridge match was held in brilliant sunshine on the slopes of the Sunnegga, and numerous supporters of the Light and Dark Blues turned out to cheer the competitors on. The result was Oxford 101·25 points and Cambridge 68·33 points. Cambridge were thus the victors by 32·92 points.

TRAINING ON SWISS SLOPES: Mr. Peter Malpas, Miss June Riley, and Mr. Chris de Linde, who have been with the University teams at Zermatt. Ideal snow conditions just before Christmas gave the Oxford and Cambridge teams a chance to reach the very peak of fitness for their encounter.

MEMBERS OF THE CAMBRIDGE TEAM IN ACTION TOGETHER: Left to right—Sandy Whitelaw, individual winner of the Downhill and Slalom races; P. R. Kirwan-Taylor, who was third in the Slalom; Stuart Parkinson (last year's British champion); and R. E. Parsons. Last year the Oxford team won at Sestrieres, but this year Cambridge were considerably stronger in all departments.

THREE 'VARSITY SKIERS SET OUT FOR A DAY'S TRAINING: Miss Valerie Bentley (Oxford), Miss Jennifer Moyle (Cambridge) and Mr. Brian Hirst (Oxford) out on the Zermatt slopes.

A GROUP OF INVALIDS AT THE SUNNEGGA RESTAURANT: Seated, left to right—Elaine Clement (sprained ankle), Valerie Bentley (twisted knee). Standing, left to right—Derek Bromhall (broken shoulder), Kate Rowley (torn ligament), and Jo Chamberlain (fractured leg). They were all temporarily non-combatants, but were able to enjoy the thrills of the Oxford and Cambridge duel on the Sunnegga slopes. The invalids were naturally aggrieved at being out of action, for the best winter-sports conditions for years past have prevailed in the Swiss Alps in late December and early January.

THE OXFORD SKIPPER: Guy Côté, who put up good performances both in the Oxford v. Cambridge match and later in the Anglo-Swiss Universities' encounter. Côté was third in the Slalom against Switzerland, scoring 74 points to the 72·2 points scored by the two Swiss, who tied for first place.

CORNWALL IN LONDON

THE NEWLY RESTORED HEADQUARTERS OF THE DUCHY OF CORNWALL IN BUCKINGHAM GATE

In 1337 King Edward III created the Duchy of Cornwall as a means of support for Edward the Black Prince. Since then the eldest son of the sovereign succeeds to the Dukedom and benefits from the Duchy revenues. The present possessor of the estates is King George VI; for when there is no Duke the revenues are vested in the sovereign, and they are now applied in accordance with the Civil List Act, 1937, in other words, the Government is the real beneficiary. The estates of the Royal Duchy consist chiefly of lands in Cornwall, Devon and Somerset, and in London, mainly in Lambeth and Kennington. In the management of the estate the possessor is assisted by a council which meets in London at the Duchy headquarters in Buckingham Gate. Recently the King held a meeting of the Council in the new Chamber of the building which has now been restored.

No. 10, Buckingham Gate was partly destroyed by a bomb in May 1941, and about half the building was wrecked, including the Council Chamber. Despite the extensive damage, the building continued in use until September 1948, when Duchy officials moved to a temporary headquarters in Upper Berkeley Street, Mayfair, where they remained during the rebuilding of No. 10. The important characteristics of the old building, erected in 1854, have been incorporated in the new, as the original plans had been preserved. Prior to 1854 the Duchy had occupied offices at Somerset House, but these were later required by the Government. The Office of Works then erected a building at Buckingham Gate, where the Duchy continued to meet until the temporary evacuation.

THE COUNCIL ROOM OF THE NEWLY-RESTORED LONDON HEADQUARTERS OF THE DUCHY OF CORNWALL: Already the King has held a meeting of the Duchy in this new Council Chamber at No. 10, Buckingham Gate. The building was partly destroyed by a bomb which fell at Buckingham Gate in 1941. The main features of the old building have been preserved.

WHERE THE TITLE-HOLDER PRESIDES OVER MEETINGS OF THE DUCHY: Another view of the Chamber. Over the fireplace is a portrait of King George VI, and above, a shield bearing the arms of Cornwall.

THE NEW SECRETARY'S ROOM AT NO. 10, BUCKINGHAM GATE: After the wartime bombing of the headquarters, the building continued in use until September 1948, when officials moved to a temporary residence.

RESTORED, AND ONCE AGAIN IN FULL USE—THE OFFICES OF THE DUCHY OF CORNWALL, CLOSE TO BUCKINGHAM PALACE: The old building was erected in 1854 to the plans of Sir James Pennethorne. The present architect to the Duchy is Mr. A. C. Martin.

A RECONDITIONED VETERAN OF THE UNION CASTLE MAIL SERVICE RENEWS ACQUAINTANCE WITH TABLE BAY AFTER A LAPSE OF TEN YEARS: The *Arundel Castle*, of 19,216 tons, the last vessel of the Union Castle Company to be refitted after war service, seen off the port of Cape Town on her first post-war voyage in the mail service. This aerial picture shows on the left the Devil's Peak, its summit shrouded in mist; Table Mountain, in the centre, partially shrouded, and the Lion's Head on the right. The centre of the City of Cape Town lies in the middle distance on the left, above the funnels of the liner, and on the right, and stretching from the centre of the picture to the right, are the suburbs of Green Point, Sea Point and Camps Bay, which receive the full force of the sea breezes blowing into Table Bay. Table Mountain, which towers to a height of 3,500 ft., cuts the skyline with a horizontal front about two miles in length.

New Ships

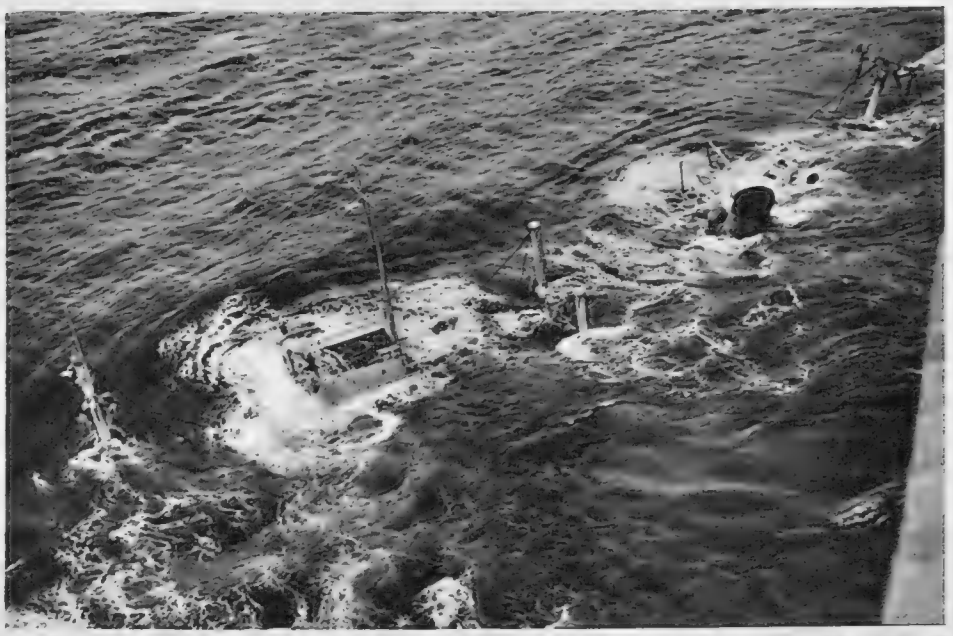
AND AN OLD FAVOURITE IS MADE NEW

A Record Year in British Yards

In the last days of December, despite fog a snow, there were two final launchings on Clyde, those of the *Regent Caribou* and the *Sutherland*, a big tanker and a passenger and turbine liner. 1950 was a great year in all British yards, for in that year the shipbuil booked over three times the tonnage which booked in 1949. New orders in 1950 amoun in fact, to over 1,500,000 tons gross, and the pletion of these in 1951 will give the fullest em ment in the major yards. Oil tankers and liners represent the bulk of these new or The British shipbuilding industry's total book of tonnage building and about to be down is 3,500,000 tons gross, worth £300,00

THE LAST LAUNCHES OF THE YEAR 1950 ON THE CLYDE—I: The *Regent Caribou*, of 17,500 tons deadweight, seen after her launching at Scotstoun just before the New Year holiday. She is being built by the Blythswood Shipbuilding Company for the Bowring Steamship Company, and will go into service on long-term charter to the Regent Petroleum Tankship Company. In the *Regent Caribou* separate day rooms will be provided for the master, chief officer, chief engineer and second engineer, and a high standard of accommodation, including recreation rooms, will be provided for the crew. The vessel is to have a service speed of about 13 knots. A sister-ship is also in course of construction.

GLIDING DOWN THE SLIPWAY AT SCOTS The *Regent Caribou* about to enter the



THE "SANTA GATA" SUBMERGED BELOW THE WAVES ON THE GOODWIN SANDS—THE FATE OF THE ITALIAN FREIGHTER WHICH CAME TO GRIEF ON CHRISTMAS EVE: An aerial view of the ill-fated 7,000-ton freighter which has been broken by the swirling current about six miles east-south-east of Deal. As noted in last week's issue of "The Sphere," the Walmer, Kent, lifeboat rescued the crew of thirty-one. During the rescue the bowman of the lifeboat collapsed and died. Among the several facts of the wreck which have puzzled Kent coastguards is that no S O S was sent out until the vessel broke in half several hours after stranding. The *Santa Gata* was carrying a cargo of phosphates.

A BELFAST STEAMER SINKS AT HER MOORINGS—THE STEAMER "DUNDRUM BAY" IS RELIEVED OF HER CARGO AT TYNE DOCK, SOUTH SHIELDS: Shortly after the 1,800-ton Belfast steamer *Dundrum Bay* had arrived with a cargo of timber from Germany she heeled over and sank, with her superstructure resting against the north-west quay. It was reported that water had entered her hold. In order to facilitate the attempts which were being made to right the ship, the deck cargo of pit-props was unloaded.

LAST LAUNCHES OF THE YEAR 1950 ON THE CLYDE—II: The turbine cargo steamer *Clan Sutherland*, built by Greenock Dockyard Company, seen before her launching at Greenock by the Duchess of Sutherland, who performed the ceremony on one of the last working days of the Old Year. The pipe band of the Territorial Battalion of the Argyll and Sutherland Highlanders played as the ship went down the slipway. The *Clan Sutherland* is the third of three sister-ships built at Greenock, of which the *Clan Shaw* and the *Clan Sinclair* are already in commission. She is a vessel of 8,450 tons gross, with a deadweight of about 11,100 tons on a draught of 28 ft. Although principally designed for cargo, the *Clan Sutherland* will have accommodation for twelve first-class passengers, and will have a service speed of 16½ knots. The machinery will consist of a single set of Parson's reaction turbines. These will be installed by the firm of John J. Kincaid.

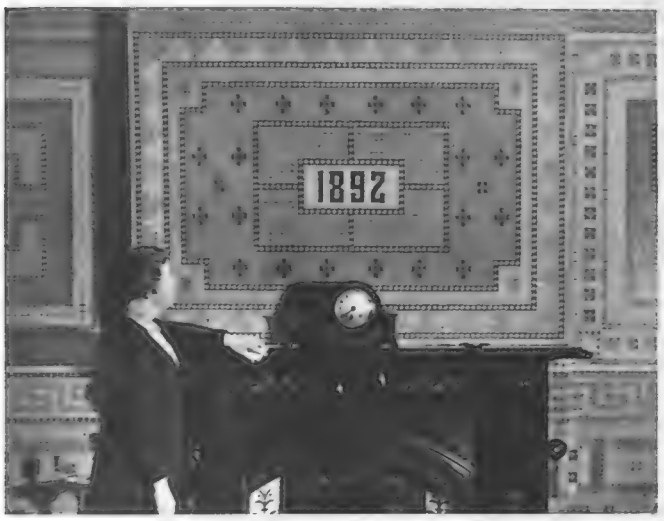
THE "CLAN SUTHERLAND" ON THE WATERS OF THE CLYDE ESTUARY: The turbine cargo steamer after her launch by the Duchess of Sutherland. A few minutes after this picture was taken, tugs had taken charge and the new vessel was towed to the fitting-out basin.

ENTHUSIASTS OF THE MOTHERWELL AND DISTRICT MODEL CAR CLUB : Left to right—Mr. Syd Chorley, a foreman gardener, Mr. John Mooney, a steel worker, and Mr. W. Wylie, a steel-rolling mill operator, who is also club secretary, preparing their 100-m.p.h. cars for a big race.

A NEW SPORT WHICH HAS BECOME A CRAZE IN THE SCOTTISH LOWLANDS : Mr. Chorley (left) engaged in assembling a model car, and Mr. John Mooney (ri operating the push-stick starter. The push-stick has a tiny accumulator whic connected to the car's ignition and disconnects automatically as the car starts away. Both men are members of Motherwell and District Model Car Club. They are so enthusiastic about the new sport that they are building their own track. Every week-end a group of them can be seen in Motherwell Park, digging Scotland's second outdoor race-track—the other being in Dundee. 70 ft. in diameter, it will be surrounded by a low safety fence, so the public can enjoy the fun. The 18-in.-long scale models, powered by 2½, 5 or 10 cc. engines, can whirl round at 100 miles an hour in runs of only 90 seconds. They are attached to a wire. The cars weigh up to 60 lb. each.

Home News

AT THE START OF FESTIVAL YEAR IN BRITAIN



A RARE TYPE OF WALLPAPER—44,068 POSTAGE STAMPS ADORN THE WALLS OF AN IPSWICH, SUFFOLK, HOUSE : This is the library of Mr. J. C. Whitfield King, of Morpeth House, which has been "papered" with unused stamps. Miss L. A. Driver, who has been with the firm of Whitfield King for over thirty years, studies the mosaic design of the stamps. The mosaic design was created by a skilled decorator who worked on the task for three months.

THE BRIDGE THAT BARRED PROGRESS : Competitors in the twenty-seventh Exeter Motor T passing over Fingle Bridge, a noted Devon beauty spot, where they were momentar brought to a standstill. There were 256 competitors and, as in 1939, when the last l distance "Exeter" was held, the finishing-point was at Bournemouth. Car No. 158 in t foreground is an E.R.P., driven by E. W. H. Brookes ; No. 159 is an Austin (D. A. Wyb

DOWN THE PLASTER MINE : Plasterers at work on the National Coal Board's model of a coal-mine, which is being built on the site of the Great Exhibition on the South Bank. The foreman plasterer, Mr. Cyril Dentler, who is seen in the foreground, is carrying out the work from sketches which he made during a tour of various mines. These sketches show some of the types of seam in which coal is worked in Britain.

FELIKS TOPOLSKI AT WORK ON HIS FESTIVAL MURAL BENEATH HUNGERFORD BRIDGE : Watched by his 5½-year-old son Daniel, Mr. Topolski is seen drawing on the huge wooden panels in which he is creating a Cavalcade of the Commonwealth.

HERBERT, THE ISOLATIONIST, WATCHES THE DE LITION OF "MOSCOW JOE" : Mr. Georg Putland, of Madame Tussaud's, engaged in brea up the figure of Stalin which has now been re at the famous waxworks exhibition by a 3 ins. shorter. On the right is the youthful of ex-President Hoover, scheduled for remov

PREPARING FOR THE LIGHTER SIDE OF THE FESTIVAL OF BRITAIN : Work in progress on the Festival Pleasure Gardens beside the Thames in Battersea Park. They will be open from May 3 to November 3, and the general idea is to create a centre of attraction much on the lines of the famous Tivoli Gardens in Copenhagen. In the background of this picture can be seen several of the gaily-designed shops which will flank the main carriageway, between the east and west entrances and running parallel with the river. The main vista at the western end of the gardens will consist of a series of pavilions and arcades, towers and pagodas, terraces and gardens, lakes and fountains.

THE REPLANNING OF PARLIAMENT SQUARE, WESTMINSTER, TO TAKE THE HEAVY WEIGHT OF FESTIVAL YEAR TRAFFIC : This overhead view shows the new aspect of the Square, which has been re-designed at a cost of £60,000. The centre, as in the past, will be mainly grass with small flower-beds to add a touch of colour, and the landscape gardeners of the Ministry of Works are now taking over from the contractors. The statues have been regrouped. There is one empty plinth, and already the name of the late General Smuts has been suggested as its occupant.

A SUMMERTIME RESORT BENEATH A FALL OF WINTER SNOW : Road-widening in progress alongside Bala Lake. Bala Lake affords good perch and pike-fishing. In the neighbourhood, too, trout streams offer good fishing. Buried at Bala is Thomas Charles, pioneer of Calvinistic Methodism in Wales and one of the founders of the British and Foreign Bible Society.

IMPROVING THE ROAD ALONGSIDE THE LARGEST NATURAL LAKE IN WALES—WIDENING THE "PERIMETER" ROAD AT BALA LAKE, MERIONETHSHIRE : During the summer months the narrow road is congested with tourists who come to this beauty spot of North Wales.

THE OPENING OF THE SOUTHPORT OPTICAL CONGRESS—THE ASTRONOMER ROYAL ATTENDS THE CIVIC RECEPTION AT THE PRINCE OF WALES HOTEL : The civic reception marked the inauguration of the Optical Congress. Those present at the hotel included (from left to right)—Mr. Leonard Aaron, the Congress chairman ; his wife, Mrs. Aaron ; the Astronomer Royal, Sir Harold Spencer Jones, F.R.S., M.A. ; Mrs. R. Johnson ; Councillor Richard Johnson, Deputy Mayor of Southport ; and Miss M. Russell, organising secretary of the Congress. Sir Harold has been Astronomer Royal since 1933. He was knighted in 1943.

GEORGE DACE ARRIVES AT DOVER, SETTING FOOT ON ENGLISH SOIL FOR THE FIRST TIME IN TWELVE YEARS : Dace (wearing beret) seen after he had landed from the cross-Channel steamer *Invicta*. Carrying his suitcase is his son Kenneth, who worked for his father's freedom. George Dace had been released five days previously from a French prison after serving four years of a ten-year sentence for alleged wartime collaboration with the Germans. At his trial in 1946 Dace was sentenced to death, and then reprieved after 106 days in the death cell. Dace was accused of revealing to the Germans an escape route operated by sixty Resistance men. He denied the charges, and declared that as a British agent he actually sabotaged German plans, and, after D-Day, passed vital information to British Intelligence.

PANTO TIME

Seasonal Shows at the London Palladium, the London Casino, the Old Vic, and the Empire Pool at Wembley

The London theatre has its full quota of Christmas and school-holiday shows, which will run on long after those seasons are forgotten. The Palladium, so often devoted to American music-hall acts, has one of the most successful and colourful pantomimes in its production of *Babes in the Wood*. Adèle Dixon is Principal Boy, with the boisterous support of Jimmy Jewel and Ben Warriss as the robbers, Sonnie Hale as the nurse, Herbert Hare as the Baron and Roy Royston as his page. Carole Lynne is a charming Maid Marion and Cynthia Simpson and Roberta Woolley are the Babes. There are fifteen elaborate scenes; including a haunted hunting lodge and a scene of Nottingham Fair, and the speciality acts include singing by the George Mitchell Glee Club, acrobatics by the Seven Ashtons and roller-skating by Mary and Erik, who also introduce Shetland ponies into their act. In addition, there is a flying ballet, a doll ballet, and a Marionette show.

There are two pantomimes on ice this year—*Dick Whittington on Ice* at the Empire Pool, Wembley (which is illustrated below), and *Babes in the Wood* at Earl's Court.

"BABES IN THE WOOD," AT THE LONDON PALLADIUM: Adèle Dixon is Robin Hood in Val Parnell's pantomime, which has many star names. Jimmy Jewel and Ben Warris are the robbers; Sonnie Hale the Dame; Roy Royston is the Baron's page; and Carole Lynne, Maid Marion.

THE YOUNG VIC AT THE OLD VIC: The inn scene in John Blatchley's dramatisation of R. L. Stevenson's *The Black Arrow*, which the Young Vic Company is presenting as its Christmas show, produced by Michel Saint-Denis. Left to right are Tarn Bassett as Joanna Sedley; Denis Quilley as Dick Shelton; Duncan Ross as the innkeeper; Peter Retey as Clipsby; Mervyn Blake as Sir Daniel Brackley and Lauchlan McLean as Connor.

"GOODY TWO-SHOES," AT THE LONDON CASINO: Joy Hayden is the Principal Boy in Emile Littler's pantomime which has Arthur Askey as the old woman who lived in a shoe (on left in this picture). The production is a lavish one, including a realistic waterfall and scenes in the Scottish Highlands and in Vauxhall Gardens. The Tiller Girls and the Terry Children help to fill the large stage with charm, colour and noise. *Goody Two-Shoes* is played by 18-year-old Yvonne Marsh, who was elected Britain's perfect schoolgirl.

"DICK WHITTINGTON ON ICE," AT THE EMPIRE POOL, WEMBLEY: ***Left*—The spectacular scene at the Palace in Morocco, and *right*, Alderman Fitzwarren's store with Dick (Pat Gregory) and Alice (Sheila Hamilton).** The first performance of Tom Arnold's pantomime on ice was appropriately introduced by a speech made by the Lord Mayor of London, Alderman Denys Lowson. The show had cost £100,000 to put on, but this sum had already been covered by advance bookings before the opening night. The settings and costumes were designed by Anthony Holland and, for the first time, three-dimensional sets were pushed on to the ice instead of using only the backdrops.

PAN-AMERICAN WORLD AIRWAYS STRATOCRUISER "CLIPPER WASHINGTON" AFTER AN UNDERCARRIAGE WHEEL HAD COLLAPSED AT THE END OF THE LANDING RUN ON THE MAIN RUNWAY AT LONDON AIRPORT: The *Clipper Washington*, the largest air-liner now in service, skidded on the runway and slewed round after touching-down, and as a result the airport had to be closed for seven hours while the plane was moved. There were no passengers on board the *Clipper Washington*, and the nine members of the crew were uninjured. On the previous day the air-liner, inward-bound from America, had been diverted to Hurn Airport, near Bournemouth, on account of weather conditions. At the time of the crash she was coming in to prepare for an outward-bound flight from London Airport. The Stratocruiser is so heavy that the only way to lift her from the track is by placing pneumatic containers under the wings. The Boeing Stratocruiser was introduced by Pan-American in 1949 with a view to speeding-up their London-New York service, the 75-seater air-liners cutting out stops at Gander and Shannon. Except on the night run, they travel non-stop between London and New York.

THIS CRASH CLOSED LONDON AIRPORT

THE LARGEST AIR-LINER IN SERVICE, THE "CLIPPER WASHINGTON," BLOCKS THE MAIN RUNWAY

THE WING OF THE DAMAGED "CLIPPER WASHINGTON" BEING RAISED BY COMPRESSED-AIR CONTAINERS TO ENABLE JACKS TO BE INSERTED UNDER THE COLLAPSED WHEEL: Before this could be done engines had to be dismantled, and the fuel tanks were emptied to eliminate danger of fire. Seven hours after the accident London Airport was reopened.

THE BROKEN PROPELLERS OF THE "CLIPPER WASHINGTON" AFTER HER CRASH ON THE ICE-BOUND RUNWAY AT LONDON AIRPORT: A side view (*left*) and a head-on view (*right*) of the great machine after the fateful landing-skid. It was just at the moment of touching-down that one of the landing-wheels appeared to collapse.

THE MAJOR YACHTING EVENT OF THE AUSTRALIAN SUMMER—THE START OF THE SYDNEY-HOBART OCEAN YACHT RACE: Some of the sixteen participating yachts seen outside Sydney Heads, where they met rough seas and strong head-winds. The race is controlled by the Cruising Yacht Club of Australia in co-operation with the Royal Yacht Club of Tasmania. This was the sixth annual race.

FROM SYDNEY TO HOBART

THE ANNUAL 680-MILE OCEAN YACHT RACE THROUGH AUSTRALIAN WATERS

On December 26, at the height of the Australian summer, sixteen yachts left Sydney Harbour for the 680-sea-mile ocean yacht race to Hobart, Tasmania. The race, which has now passed its sixth year, is the longest yacht race in Australian waters and one of the three longest ocean races in the world, comparing with the great Bermuda race in the Western Ocean. Heavy seas and high winds greeted the yachts as they left Sydney Heads, the entrance to the harbour, and soon after the start the 33-ft. sloop *Ellida* was forced to abandon the race. The other fifteen then battled their way on to Hobart. *Mistral V* and *Margaret Rintoul* were both reported to be well in the lead after about the first 125 miles. Very often the race produces unexpected results. In 1946 when it was thought that the 51-ft. Tasmanian cutter *Winston Churchill* was leading, *Rani* emerged from the blue and won the race with a comfortable margin. The little vessel, under the command of the owner-skipper, Captain J. H. Illingworth, R.N., was even reported lost for five days. She eluded aerial search parties, and was completely out of touch for the greater part of the journey, during which she had to fight a heavy southerly gale. At one hectic period her helmsman had to be lashed to the tiller.

"BACHELOR'S WIFE" HEADS OUT TO SEA: Only just prior to the race this American ketch had been sailed from Honolulu by Mr. Bryan Tanner and his wife. For the race Mr. Tanner had as crew his wife and four Sydney yachtsmen. On the first trip all went well as far as Fiji. On the final lap from Suva to Sydney Heads, however, they were beset with troubles, and this part of the voyage took four weeks.

THE LARGEST VESSEL IN THE RACE—THE "MISTRAL II," A 65-FT. BERMUDAN SCHOONER: This schooner, entered by Mr. R. F. Evans, is here seen in full sail about 15 miles off Jervis Bay, approximately 90 miles south of Sydney. Also in the race was Mr. G. W. Rex's 47-ft. sloop *Mistral V*.

ROUNDING SOUTH HEAD, SYDNEY HARBOUR: The 42-ft. Sydney cutter *Gipsy Queen* approaches the notorious area known as the Gap, where many ships have come to grief when mistaking the gap in the rocks for the harbour entrance.

KOREA, LAND of ICE and SNOW

ASPECTS OF THE GRIM STRUGGLE IN A WINTRY LAND

"Numbing blasts sweep down from the treeless hills and whistle along the valley beds. The trucks and tanks churn up a fine powder of dust and snow. The canvas-covered six-by-six trucks rock over the rutted, tortuous roads. In them hollow-eyed soldiers sit huddled shoulder to shoulder, their rifles held in numb hands. Their minds are numbed also, and on their faces is the awful hypnotic expression that overtakes men retreating over the ground they won with such ease a short time before."

In these dramatic words an eyewitness of the Korean retreat has described what he has seen on the long march back, which followed so dramatically the Chinese offensive delivered from the Manchurian border with such ruthless force. It would be hard to estimate the number of non-battle casualties in the United Nations forces, but certain it is that in this land of ice and snow many thousands have succumbed to frost-bite. In November temperatures in Korea were averaging about 5 deg. below zero, and in December the average dropped to about 11 deg. below zero. Troops were no longer complaining, however, that they had insufficient clothing of the right kind. Pressure from London and Washington had ensured that the supplies which reached rear echelons in early November were distributed to the forward troops without any further delay.

MARINES MARCH DOWN FROM THE MOUNTAINS: A company seen at the start of a day's march during the big retreat prior to the formation of the defence line south of the 38th Parallel. The men are hooded against the biting cold and they have heavily-padded clothing. The bulk of their equipment is carried in jeeps and 30-cwt. trucks.

BIVOUACKING FOR THE NIGHT: Members of a Marine unit about to encamp somewhere in snow-bound Korea. On the long marches groundsheet bivouacs have often been the maximum shelter allowable, particularly when dawn starts have been on the orders for the day.

EVACUATING A WOUNDED COMRADE: Marines trudging through deep snow in a mountain valley. Ice and snow have added to the problems of getting casualties to the rear. At some stages in the Korean campaign helicopters have proved useful in this work.

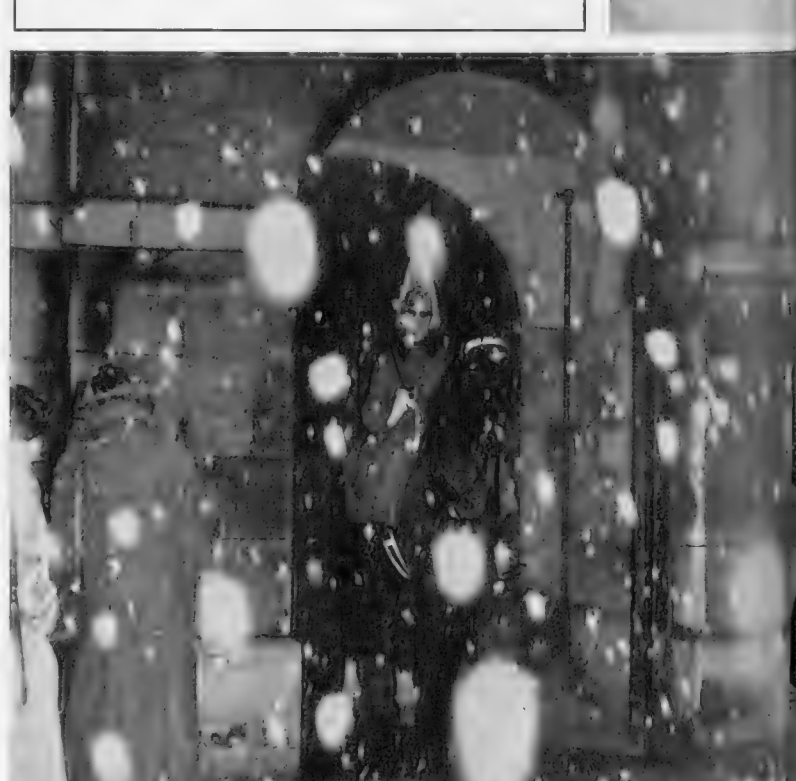
RETREATING ALONG A SNOWBOUND MOUNTAIN ROAD: Vehicles passing infantry on the march. *On left*—Chinese captives being marched to the rear during fighting in the vicinity of the 38th Parallel.

AT THE HEIGHT OF THE NEW YEAR SNOWSTORMS—A LONDON BUS OVERTURNS ON WIMBLEDON HILL: As the bus, a No. 93, began to come down the hill, it skidded, turned round and, after hitting a rockery (on left), went over on its side. Twenty-three people were slightly injured. The day of the accident followed a week-end of snowstorms. On the Saturday, the last of the old year, many sporting fixtures were cancelled owing to the bad weather. On New Year's Day London was blacked out by smoke gathering under the heavy clouds.

LONDON in the GRIP of WINTER

SNOW AND ICE SOON TURN TO SLUSH IN THE CITY STREETS

AFTER THE WEEKS OF CHRISTMAS SHOPPING—SNOW FALLS IN LONDON AND THE ROADS BECOME A QUAGMIRE OF SLUSH: Lines of traffic in a City street. Road, rail and air traffic was dislocated, and in parts of the country roads were blocked.



ON GUARD IN THE SNOW—THE HORSE GUARDS TAKE SHELTER IN WHITEHALL: Year's Day picture taken during the very heavy fall of snow at the of the London black-out. Motorists were warned to take particular

GENT ST[illegible] IN THE SNOW—THE NEW YEAR'S DAY BLIZZARD IN THE HEART OF LONDON'S WEST END : The heavy snowstorms coincided with the opening of the annual January sales. At the turn of the year almost the whole country experienced heavy falls of snow. In the north many roads were closed, and in the south the thick slush overlaying ice had made road-surfaces treacherous. The icy weather conditions caused delays to the morning rush-hour transport schedules.

E CHRISTMAS CARD-LIKE SCENE IN TRAFALGAR SQUARE : The pigeons are seen searching for food in the snow-covered Square. In the background stands Norway's picturesque Christmas-tree.

CLEARING THE SNOW AND SLUSH FROM LONDON'S STREETS—THE NEW SNOW-PLOUGH GOES INTO ACTION : After the New Year's Day snowfalls the City of London Cleansing Department used for the first time its mechanical snow-plough for clearing snow from the kerbways of the City streets.

MELBOURNE, THE SEDATE, PROVIDES LIVELY CRICKET

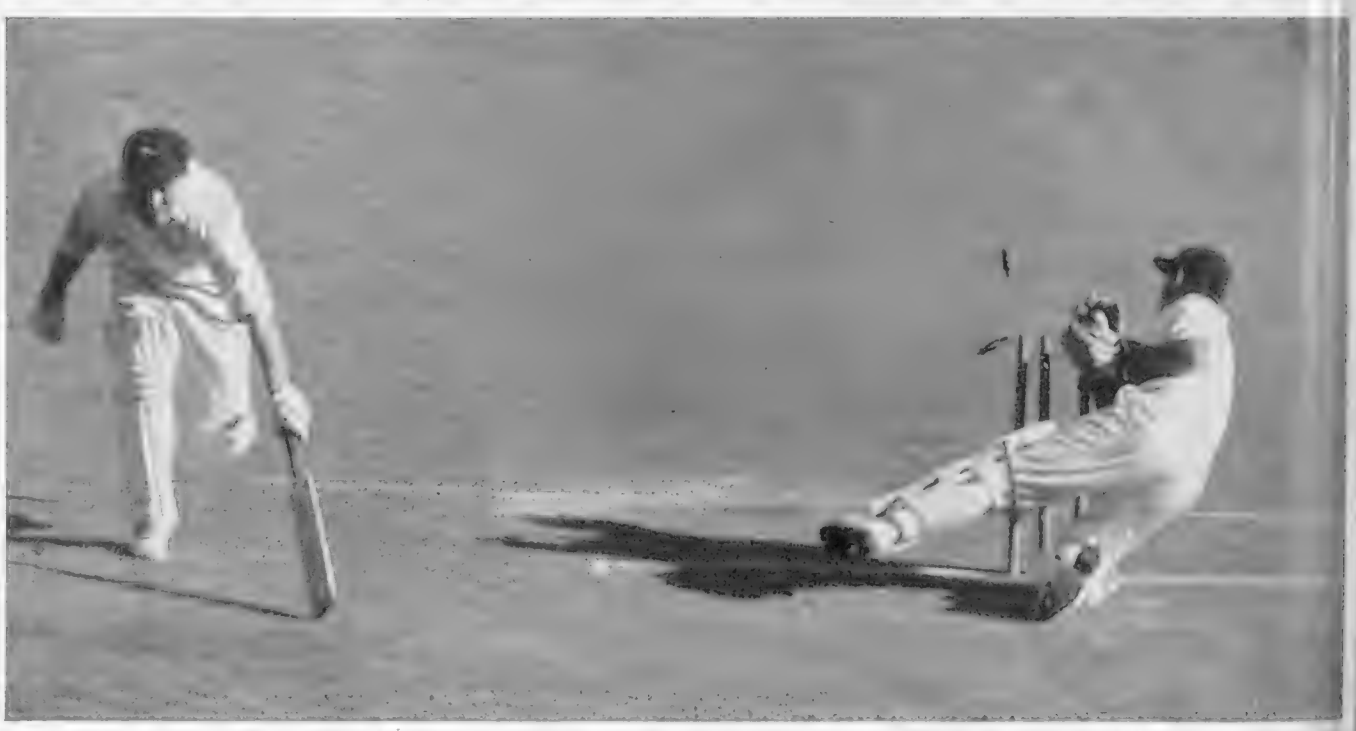
HOW THE BOWLERS TRIUMPHED AND THE BATSMEN FAILED IN THE SECOND TEST

RAY LINDWALL SUCCUMBS TO THE ENGLISH PACE BOWLING: Bailey leaps in the air and turns to appeal to the umpire, while keeper Evans also appeals successfully for l.b.w.

ARTHUR MORRIS, THE AUSTRALIAN OPENING BAT, IS CAUGHT BY HUTTON OFF BEDSER'S BOWLING: At this juncture the redoubtable Morris had scored a mere 2, and this on the Melbourne ground, so famed for big partnerships and giant scoring. Bedser has never bowled to better advantage than on this lively Melbourne wicket. Under his spell-binding the ball whipped from the pitch disconcertingly and moved either way, to the consternation of the batsmen.

THE DISCOMFITURE OF LINDSAY HASSETT: The Australian skipper is clean-bowled by Bailey. Bailey has gone from strength to strength as the Australian tour has progressed.

At this distance across the world it is hardly possible for THE SPHERE to record in pictures the progress of the Tests, as the standard of radio photography over 10,000 miles is not equal to the requirements of weekly journalism. However, it is possible to record some of the major trends of the tour—a tour which has so surprised the critics and brought such a wealth of first-class cricket. In the first place, it was expected that the batsmen would shine and that the bowling on both sides would lack fire. The first two Tests entirely belied that. The Brisbane Test was played for the most part on a sticky wicket, and it was natural that the bowlers should shine. But Melbourne provided a good wicket, fair alike to batsmen and bowlers, and it was the sheer, toiling ability of our pace-bowlers, Bedser and Bailey, and the ability to spin the ball of Brown, who reduced the batsmen to the verge of paralysis, that made this four-day match one of the most thrilling Tests of modern times. On the Australian side Lindwall and Miller showed skill in delivering the pace attack, while the mysteries of Iverson brought the downfall of Washbrook, Dewes, Close and Evans. From beginning to end it was a bowler's match, and Melbourne, the sedate, where runs usually flow at a steady pace and bowlers toil in the broiling sun, achieved an entirely new cricket reputation.



A SPECTACULAR DIVE BY EVANS OF KENT, ENGLAND'S ACROBATIC WICKETKEEPER, DURING THE SECOND TEST MATCH: On this occasion Lindwall was able to reach his crease before the wicket was broken. In comparison with the virile Evans, Don Tallon, of Queensland, the Australian wicketkeeper, has not reached his usual standard in the present series of tests.

ONE OF BAILEY'S 6 SECOND-TEST-MATCH WICKETS: Iverson clean-bowled right at the end of Australia's first innings.

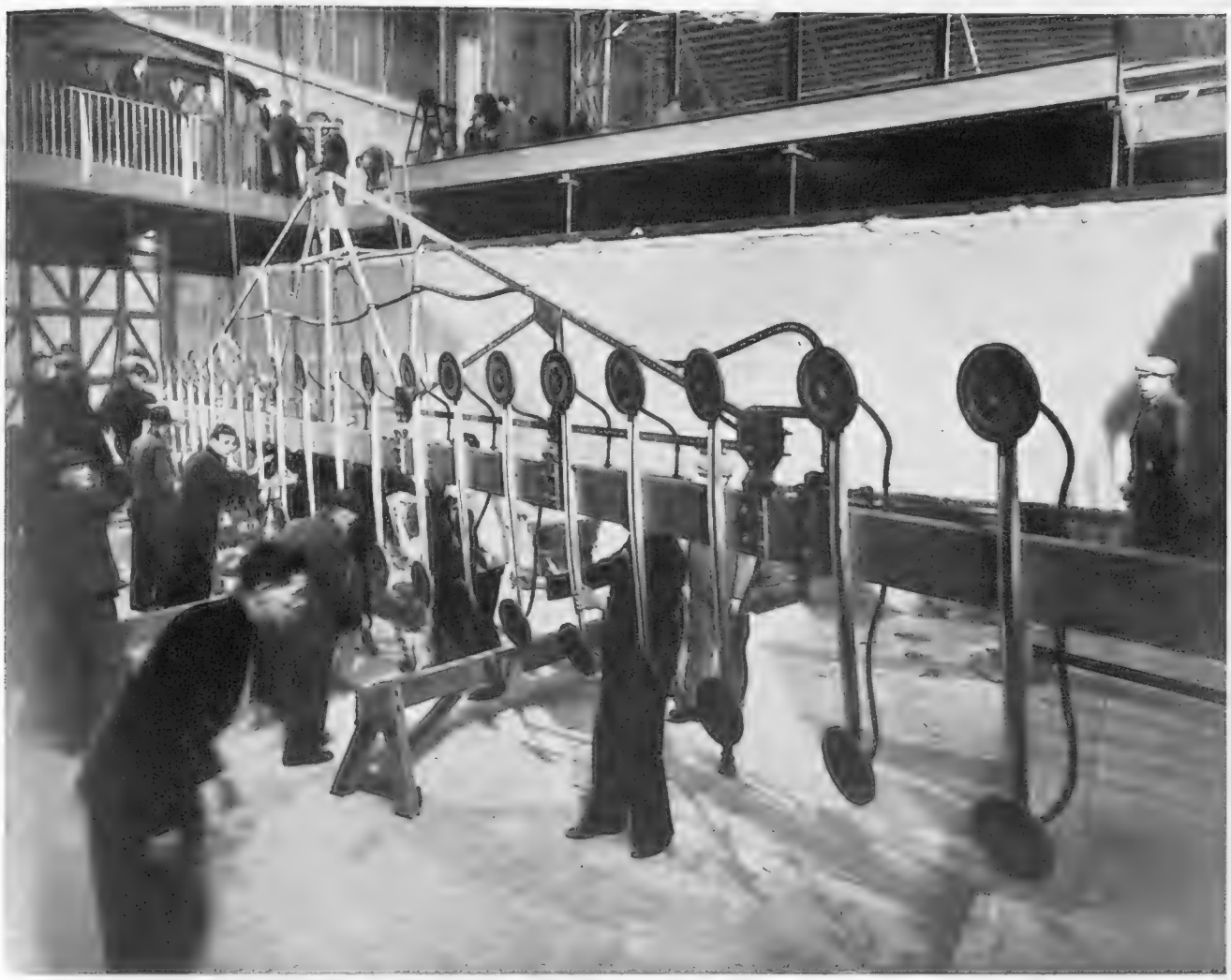
ON A LIVELY WICKET—SIMPSON BOWLED BY LINDWALL FOR 21: In a later match Simpson topped 250.

ANOTHER TRIUMPH FOR BAILEY—MILLER CLEAN-BOWLED: In this Test Bailey took 6 wickets for 87.

IT HAPPENED ON BOXING DAY, 1950—AN ACCURATE THROW-IN FROM CYRIL WASHBROOK (LEFT FOREGROUND): England's fielders acclaim the fall of Neil Harvey.

THE WORLD'S BIGGEST WINDOW

Is Placed into Position at the Exhibition Site on the South Bank



... OF THE LATEST DEVELOPMENTS ON THE SOUTH BANK SITE OF THE FESTIVAL OF BRITAIN—HOISTING THE WORLD'S BIGGEST ...ISHED PLATE-GLASS WINDOW INTO ITS GLAZING POSITION IN THE PAVILION OF POWER AND PRODUCTION: The window is 50 ft. long, 8 ft. high, and $\frac{3}{8}$-in. thick. *Above and on right*—The window is placed into position with the aid of a specially-made vacuum sucker apparatus. The apparatus consists of forty-four sucker-pads mounted on steel plates. Holes in the centre of the plates connect to pipelines from which the air is exhausted by means of a pump on the lifting crane. The lifting-gear is to be displayed above the window.

HIGH-SPEED PHOTOGRAPHY

Eight Different Views of the Same Pigeon Taken at One Exposure

EIGHT DIFFERENT PICTURES OF THE SAME BIRD—AN OUTSTANDING RESULT OF HIGH-SPEED PHOTOGRAPHY: A pigeon takes wing and with the multiple flash the photograph gets eight pictures of the same bird. *Above*—The camera catches the take-off of the bird and follows in detail the pigeon's wing-beats as it gains height. *On left*—Three different views of the same bird. The multiple high-speed flash reveals the pigeon's mastery of the air. The new Dawe's Electronic Multiflash device consists of eight electronic flash tubes giving off flashes of one-ten-thousandth of a second at regular intervals. The apparatus is synchronised to the camera shutter, which is set at from one-third to one three-hundredth of a second.

The World of Books—By VERNON FANE

WHEN BOSWELL CAME TO TOWN

Reading His London Journal, a Very Real Personal Experience, Not Just a Pastime

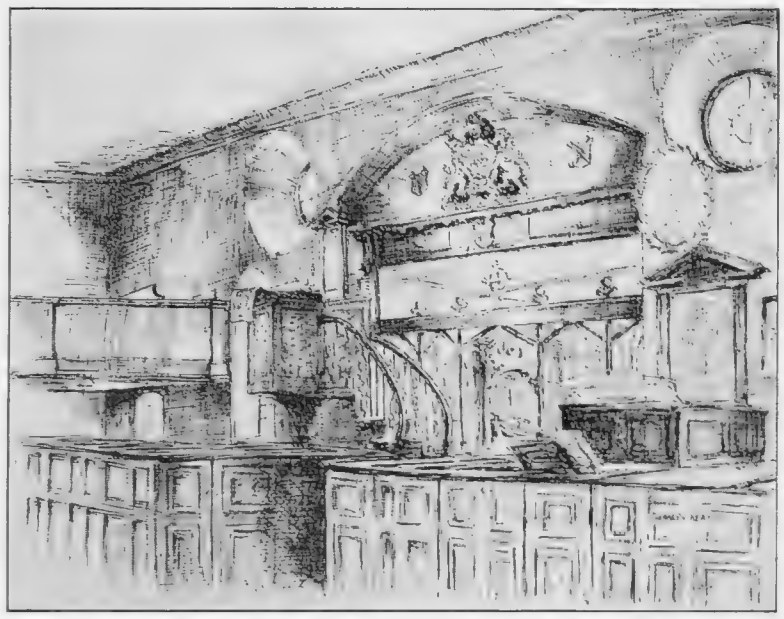
A CANNY, candid little Scot wrote the most exciting book that I am going to discuss to-day, and he wrote it about 180 years ago. BOSWELL'S LONDON JOURNAL (Heinemann. 21s.) covers the period of the first year he spent in London, when he was twenty-two and his ambition was to secure an Army commission. Although it was during this time that Boswell met Dr. Johnson and wrote those harbinger words: "I shall mark what I remember of his conversation," it was chiefly with the fops and rake-hellies of the town that his days were spent, in pursuit of the great who might further his social career, and in pursuit of the wenches without whom he could scarcely exist. For Boswell was both lusty and lustful, and there are passages in this book which are neither for children nor impressionable adults; passages of an outspokenness that I cannot recall having seen before in print. Since a journal gives the most revealing of portraits, this, too, is undeniably a part of Boswell's character, and as much so as his almost faultless eye and ear, his enthusiasm, his servility and his detachment. The candour with which he wrote was as complete as can be humanly possible and as a result we see not only Boswell but the London in which Boswell lived and met Dr. Johnson, Garrick, Joshua Reynolds and Oliver Goldsmith. Reading this book is a very real personal experience and not just a pastime.

The theatre was a constant source of diversion to Boswell and his friends, although at that period in the eighteenth century it had still to attain the glories that were Edmund Kean's at Drury Lane. Kean, who may have been the greatest of all English actors, has been the subject of many biographies, among which a new one by Mr. Maurice Willson Disher is one of the most lively. MAD GENIUS (Hutchinson. 21s.) has its moments of incoherence, but even they are scarcely out of place in a recital of such a disordered life. For Kean, great as he was, had an uncontrollable temper, and an uncontrolled passion for brandy. In considering his life, the wonder is not that he died when he was only forty-six, but that his rages and his stupors did not carry him off long before. On the stage a consummate actor, he was far less successful in his personal relationships. His wife was cool and understandably censorious, and his mistress stayed with him only during the great days of his fame.

The same author is this week responsible for another volume on the London theatre, PLEASURES OF LONDON (Robert Hale. 21s.), which also deals with such entertainments as have been offered by taverns, gardens, festivals, freak shows and the B.B.C. The canvas Mr. Disher covers here is an immense one, and shows Vauxhall Gardens as well as Drury Lane, and the Crystal Palace as well as a Gilbert and Sullivan rehearsal. It is a history and it is also a moral tale if the reader likes to take it in that way, for it shows the change from lustiness to politeness that the years have brought, and the contrast, not welcome to all of us, between the full-bodied fun of the much-maligned Victorian era and the filleted amusements of our own times.

Mr. W. Macqueen-Pope is one of our best theatrical chroniclers, and in THE MELODIES LINGER ON (W. H. Allen. 21s.) he has undertaken the formidable but possibly enjoyable task of writing the story of Music Hall. Music hall has never made any claim to Art or to Culture, each with capital letters, but it has been in its individual way a very highly-skilled form of stage art indeed. "Music hall," writes the author, "was born in the pubs and of the pubs," and his account of Charles Morton, born in the East End in 1819, who was the father of music hall as it grew to be, makes fascinating reading. This book would be worth getting, particularly by the over-forties, for its illustrations alone, though I could have wished even more of these. They are reproductions of programmes and playbills, absorbing for the light they throw on contemporary customs, and a whole portfolio full of photographs of the great names in this branch of the theatre, whether it be Happy Fanny Fields or Nervo and Knox.

MR. PUNCH (Evans Brothers. 10s. 6d.) is a history of one of the oldest of all theatrical institutions, still going strong in spite of some recent criticism from the boys behind the Iron Curtain. Mr. Philip John Stead traces the development from the Italian Pulcinella to the French Polichinelle and, at the time of the Restoration, to the English Punch. In its elegant and specialised way, this is a scholarly book in which the author takes the Punch tradition seriously, not as a relic of the past but as a living source of entertainment. Mr. Stead also quotes from that delightful essay of Sir Max Beerbohm's in which he writes that Punch's fixed and radiant smile "is the frank, glad smile of a great sinner, well knowing himself also to be a great force for good." With that Mr. Stead is in complete agreement; so am I.



COMMONWEALTH AID FOR AN ENGLISH PARISH CHURCH: In this special "Sphere" drawing Bransby Keates shows the interior of St. Peter's, Petersham, the Surrey church to which the people of Vancouver have contributed £750 for the cost of restoration. The money has been subscribed as an appreciation by the people of Vancouver of the manner in which Captain George Vancouver's grave in Petersham Churchyard has been cared for. St. Peter's contains many monuments and graves of famous people, but Vancouver, who is believed to have lived in the cottage in River Lane, was the most notable of them.

RING UP THE CURTAIN (Hutchinson. 21s.) is a book of memories by Mr. H. F. Maltby, who shares at least one thing with Mr. Punch, in being a traditionalist. For this playwright the old times were pretty definitely the Good Old Times, and as he writes about them, with witty reminiscence and a fond filter of nostalgia, they do indeed seem rather good. Mr. Maltby started his professional career as an actor and was still very young when he wrote his first play. Since then he has acted on the stage and in films, written a great number of successful comedies and dramas and, perhaps the most important of all, made a great number of friends.

In 1924 two sisters heard Galli-Curci sing for the first time in their lives, at the Albert Hall, and then and there decided that since the great prima-donna only sang opera in New York, they must go to New York to hear her. The decision had the dignity of perfect simplicity: the sisters worked out a plan. They would save up for two years until they had £100 each, and then they would be able to achieve their ambition. So, having written to Galli-Curci and received her blessing as well as promises of seats for all her operas, they began to save by walking to work, half-starving themselves and buying no new clothes. They went, and returned triumphantly. WE FOLLOWED OUR STARS (Hamish Hamilton. 12s. 6d.) is the recital of their adventures by one of the enterprising sisters, Miss Ida Cook. Recommended as a very special kind of adventure story.

BEHIND MY GREASEPAINT (Hutchinson. 10s. 6d.) is a volume of autobiography by Coco the Clown, known to all the children—and the grown-ups—who have enjoyed Bertram Mills' circus, and it is a remarkable book for two reasons. The first and most valid is the admirable philosophy which Coco's writing displays. And the second reason is the inclusion of a series of photographs, several of which show his circus colleagues in action, but the most important of which show Coco himself without make-up, or in the act of removing it, as a distinguished, grey-haired man with a thoughtful rather than a merry smile.

Autobiography again with Miss Naomi Jacob's book, ME LOOKING BACK (Hutchinson. 16s.). We know Miss Jacob as a novelist, and some of us know her as an actress; about twenty years ago she gave a superb and all-too-brief performance as a burglar's wife at Wyndham's. We are coming to know her as an autobiographer. This is not surprising when one considers the amount of material which in the first two capacities, as a war-worker, as what she herself refers to as an "inmate" of a sanatorium, as a traveller, as a reader and as a collector of odd types, Miss Jacob must have amassed by now. With her North Country common sense and her kind worldliness, she is able to turn them into a book that is light in texture and cosy in effect, like a good knitted shawl.

And finally for the greatest of all figures connected with our English theatre. Dr. Clifford Leech, in SHAKESPEARE'S TRAGEDIES (Chatto and Windus. 12s. 6d.) reviews the later plays of the finest of all playwrights, and relates them, by his continuity of argument, to other Jacobean and Caroline dramas on which he is well qualified to speak as Lecturer in English at the University of Durham. Dr. Leech has a scholarly approach, but not one that is donnish.

DOCTOR LOW AGAIN DIPS INTO THE FUTURE

A New Book of Prognostications

Dr. A. M. Low, prolific inventor and popular scientific writer, believes that we are approaching the time when the majority of human beings will belong to the "idle classes," and, as a result, planned leisure will be a vital necessity. He does not appear to think, however, that sport will be allowed to dominate that leisure, and he goes so far as to say that "spending an entire day trying to knock a small ball into a hole in the ground may even be considered unfashionable or a sign of mental deficiency." There will be too many other things to do in the leisured future which the Professor forecasts in his new book, IT'S BOUND TO HAPPEN (Burke. 10s. 6d.). There will be week-end trips to Africa, and two-hour flights to New York to beguile the toilers after the rigours of the twenty-hour week. As in his 1925 volume, Dr. Low has a host of challenging prognostications, surveying the immediate future in the light of knowledge now at our disposal and in the light of likely scientific and mechanical developments. In dealing with radio developments the Doctor does not expect in the immediate future the radio transmission of heating and lighting, but colour television, already perfected experimentally, is only delayed by the failure to develop a receiver which could cope equally well with monotone and multi-coloured transmissions. In medicine the author foresees increasing specialisation, with the patient passing before a series of doctors, each of whom will examine him for some special detail and then pass him on to the next examiner. At the end of the "assembly line" he will have been thoroughly assessed, and the "foreman" will merely have to glance at the patient's card to see the treatment required. As regards food production, Dr. Low is clearly not in agreement with the Boyd-Orr idea that "the world is rumbling to destruction" as population increases and productivity more or less marks time. He foresees before the end of the century huge factories able to produce from air, water and such common minerals as coal all the fats, sugars, carbohydrates and proteins we need, thus reducing for countless years to come the danger of world famine. Finally, dipping far into the future, the prophetic Doctor envisages a time when thought is readily transferable, perhaps even when wrong thinking will be punishable. With this alarming, but fortunately distant, prospect in view, Doctor Low brings his forecasting to an end, and, as in 1925, all we have to do, apparently, is to sit back and wait for it all to come true.

Two volumes of kindred interest for nature lovers are John Kearton's NATURE MEMORIES (Jarrolds. 15s. 6d.) and G. K. Yeates's FLAMINGO CITY (*Country Life*. 25s.). Mr. Kearton's book is a pleasant account of his adventures whilst photographing wild creatures in their natural haunts. It is a rather rambling book, full of good anecdotes. Mr. Yeates writes in quite different vein. His is the story of a spectacular discovery; for the sight of a vast flamingo colony is as rare as it is remarkable. It is perhaps the most remarkable sight in the bird world. Though colonies have been seen at very wide intervals of time as far separated as the Bahamas and North-West India, no Englishman has ever seen the flamingo nesting in Europe from the time Abel Chapman was the first to observe it in the Spanish marismas in 1883 until in 1947 Mr. G. K. Yeates was one of a small party who saw a great Flamingo City in the marshes of the Rhone Delta. Mr. Yeates was able to revisit the colony in 1948, and this book is in part a record of this discovery, and as such a contribution of considerable importance to the literature of one of the most mysterious birds in the world.

A. Croxton Smith, one of the great living experts on the science and industry of dog-breeding, is the author of DOGS SINCE 1900 (Andrew Dakers. 25s.), in which he traces the history of some ninety breeds during the past half-century. Photographs of every breed illustrate the book.

Despite nationalisation, the great trunk railway routes in Britain have by no means lost their individuality, but on reading Hamilton Ellis's FOUR MAIN LINES (George Allen and Unwin. 16s.) the reader will not be able to escape a sigh of regret for the picturesque past, although no doubt few would welcome a return to the days when trains were rope-hauled from Euston to Camden. Mr. Ellis's abiding enthusiasm for his subject is apparent in every line of this engaging book. Even better known in his own sphere of travel is H. M. Tomlinson, whose MALAY WATERS (Hodder and Stoughton. 12s. 6d.) now makes its appearance. It is the story of little ships coasting out of Singapore and Penang in peace and war, and is told with all Mr. Tomlinson's flair in seafaring matters.

For Reference—WHITAKER'S ALMANACK 1951 is the largest ever to be issued, the 12s. 6d. edition consisting of 1,156 pages. The 676-page shorter edition sells at 7s. 6d. As this is the Festival Year issue special features on London are included. SELL'S DIRECTORY OF REGISTERED TELEGRAPH ADDRESSES, now in its sixty-fifth year, also makes its appearance. As usual, there is a full classification trade by trade and a valuable oversea section.

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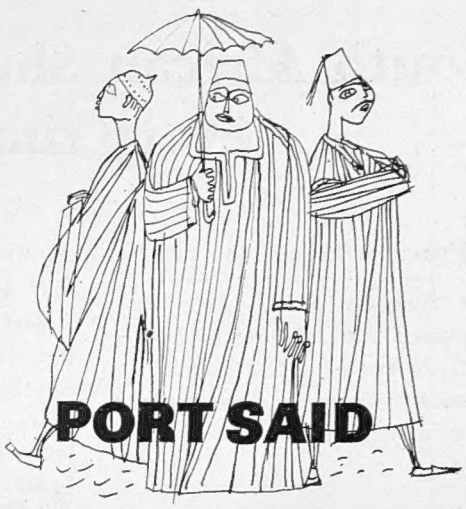

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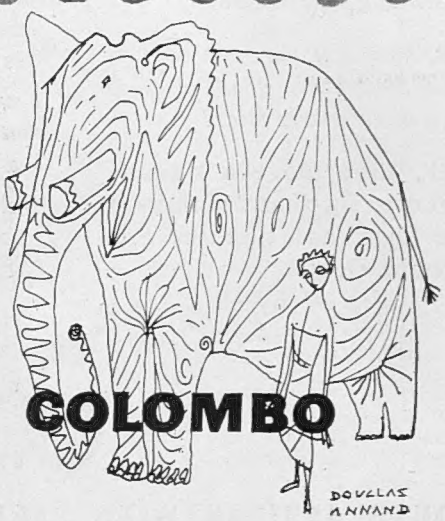

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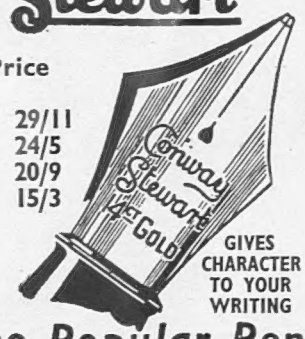

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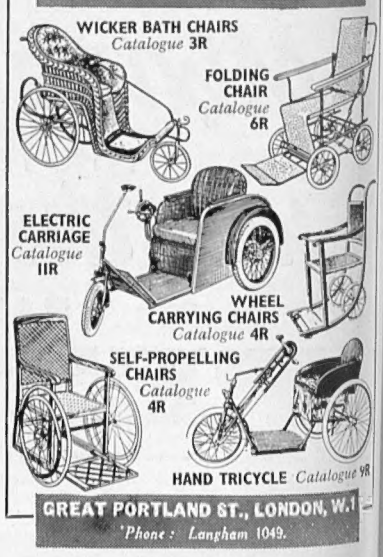

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ELEMENTS OF AN INDUSTRY

IN daily speech the word "element" is too often used wrongly or carelessly. "The elements" suggest "the weather" and "elementary" something easy or simple. To men of science, however, an element describes any substance which cannot be split up into a simpler one by ordinary chemical methods. A dictionary definition is that an element is "the simplest known constituent of all compound substances". This recognition is based on a theory first propounded by Robert Boyle, a British chemist, in 1661. In all nature there are only ninety-two of these "Elements". From these are built up every single thing we eat or use or see. The function of the chemical industry is to discover how to separate elements which in nature exist in a combined form, to find out how they can be made to combine into substances useful to man, and then to evolve methods of making them do so "to order" on a commercial scale.

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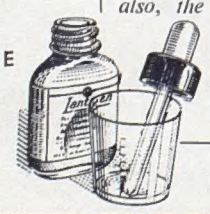

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